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ENVIRONMENTAL IMPACT REPORT

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GREENLINE/URBAN GROWTH BOUNDARY

**CITY OF SAN JOSE
SPHERE OF INFLUENCE**



SCH #97122060

Prepared by the

City of San Jose

and

Santa Clara County

May 1998



CITY OF SAN JOSÉ, CALIFORNIA

DEPARTMENT OF PLANNING, BUILDING AND CODE ENFORCEMENT
801 NORTH FIRST STREET
SAN JOSE, CALIFORNIA 95110-1795

JAMES R. DERRYBERRY
DIRECTOR

May 15, 1998

Ladies and Gentlemen:

SUBJECT: GREENLINE/URBAN GROWTH BOUNDARY DRAFT ENVIRONMENTAL IMPACT REPORT, FILE NO. PP 98-01-004, SCH NO. 97122060

The Planning Commission of the City of San José will hold a Public Hearing to consider the Draft Environmental Impact Report (DEIR) prepared for the project described below. A copy of the DEIR is attached for your review.

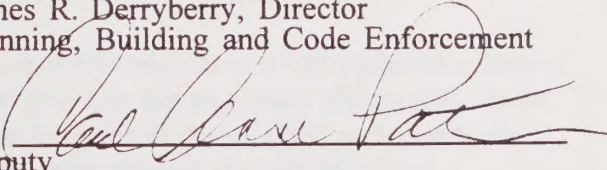
Your comments regarding the significant environmental effects of this project and the adequacy of the DEIR are welcome. Written comments submitted to the Department of Planning, Building and Code Enforcement by June 29, 1998, will be included in the EIR and be considered by the Planning Commission at this Public Hearing. *If you make comments through a state or regional clearinghouse, please send a copy of your comments to the contact person listed below to insure prompt consideration.* If we receive no comments (nor a request for an extension of time) from you by the specified date, we will assume you have none to make.

Project Description and Location: DRAFT ENVIRONMENTAL IMPACT REPORT for a San Jose 2020 General Plan Text Amendment which would establish a Greenline/Urban Growth Boundary for the City of San Jose. The UGB would identify the ultimate limit for the expansion of urban services and the expansion of urban development within the City.

Contact Person: Julie Caporgno
Department of Planning, Building and Code Enforcement
801 North First Street, Room 400
San José CA 95110-1795

Sincerely,

James R. Derryberry, Director
Planning, Building and Code Enforcement

by 
Deputy

PP98-004.NOC/JC:SRA/78AAB



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PREFACE

This document has been prepared by the City of San Jose as the Lead Agency, and Santa Clara County as a Responsible Agency, in conformance with the California Environmental Quality Act (CEQA). The purpose of this EIR is to inform decision makers and the general public of the environmental effects of a proposed project.

This EIR provides program-level environmental review appropriate for adoption of a Greenline/Urban Growth Boundary for the City of San Jose and Santa Clara County.¹ The proposed UGB would identify the ultimate limit for urban development and extension of urban services within the City of San Jose.

In accordance with CEQA, this EIR provides objective information regarding the environmental consequences of the proposed project to the decision makers who will be considering and reviewing the proposed project. The CEQA Guidelines contain the following general information on the role of an EIR and its contents:

§15121(a). Informational Document. An EIR is an informational document which will inform public agency decision makers and the public of the significant environmental effects of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project. The public agency shall consider the information in the EIR, along with other information which may be presented to the agency.

§15145. Speculation. If, after thorough investigation, a Lead Agency finds that a particular impact is too speculative for evaluation, the agency should note its conclusion and terminate discussion of the impact.

§15146. Degree of Specificity. The degree of specificity required in an EIR will correspond to the degree of specificity involved in the underlying activity which is described in the EIR.

- (a) An EIR on a construction project will necessarily be more detailed in the specific effects of a project than will an EIR on the adoption of a local general plan or comprehensive zoning ordinance because the effects of the construction can be predicted with greater accuracy.
- (b) An EIR on a project such as the adoption or amendment of a comprehensive zoning ordinance or a local general plan should focus on the secondary effects that can be expected to follow from the adoption or amendment, but the EIR need not be as detailed as an EIR on the specific construction projects that might follow.

§15151. Standards for Adequacy of an EIR. An EIR should be prepared with a sufficient degree of analysis to provide decision makers with information which enables them to make a decision which intelligently considers environmental consequences. An evaluation of the environmental effects of the proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of

¹ All references to the County General Plan in this EIR are to that portion of the County's General Plan which applies to lands within the City of San Jose Sphere of Influence.

disagreement among the experts. The courts have looked not for perfection, but for adequacy, completeness, and a good-faith effort at full disclosure.

§15130. Discussion of Cumulative Impacts.

- (a) Cumulative impacts shall be discussed when they are significant.
- (b) The discussion of cumulative impacts shall reflect the severity of the impacts and their likelihood of occurrence, but the discussion need not provide as great detail as is provided of the effects attributable to the project alone. The discussion should be guided by the standards of practicality and reasonableness.

The context for consideration of the proposed Greenline/Urban Growth Boundary is that it is proposed as an amendment to the existing General Plans of the City and County. It would not change the planned land use designations contained within the two plans, but would reinforce existing policies governing limits on urban development within the two jurisdictions.

CEQA and relevant case law require that an environmental document address a project's impacts compared to existing physical conditions "on the ground." In the case of a policy revision, however, there may not be a quantifiable direct physical impact attributable to the policy change, particularly if the revised policy is embedded in an existing document, like a General Plan. In light of the above direction, an EIR on a proposed policy amendment for an existing General Plan must make a good faith effort to identify and evaluate the potential impacts, including secondary impacts, of the amendment, based on the best information available.

The proposed project which this EIR is evaluating is adoption of a Greenline/Urban Growth Boundary that will reinforce the existing growth and development policies of the City of San Jose and Santa Clara County. Since the Greenline/Urban Growth Boundary limits the consideration of proposals to expand the land area the City and County might allow to be urbanized, and does not itself enable or otherwise permit any physical development, it is difficult to directly attribute environmental impacts to its adoption. However, in order to fully explore the potential for impacts to occur, either as a result of this policy change or from some combination of implementing existing plans and policies **and** the adoption of the UGB, this EIR does the following:

- 1) Evaluates the likelihood that future development enabled by the General Plans will be different with the Greenline/Urban Growth Boundary in place than it would be otherwise;
- 2) Describes what will likely be the physical impacts upon the existing physical environment from implementation of the existing General Plans **and** identifies to what extent the adoption of the Greenline/Urban Growth Boundary will modify or exacerbate those impacts;
- 3) Identifies not only the impacts of adopting the Greenline/Urban Growth Boundary, but also the cumulative impacts of implementing the existing General Plans and adopting the Greenline/Urban Growth Boundary; and
- 4) Identifies where and to what extent secondary impacts from adoption of the Greenline/Urban Growth Boundary (such as new growth within the USA or outside San Jose's Sphere of Influence) may occur.

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SUMMARY

The proposed projects are (1) the adoption of an Urban Growth Boundary by the City of San Jose and (2) adoption of related policies by Santa Clara County, which would apply to the San Jose Sphere of Influence in Santa Clara County. There is no development proposed by this project. The following discussion is a summary of the potential for impacts and mitigation which is addressed within the body of this EIR. **This is only a summary. The complete project description and discussion of impacts and mitigations can be found in the body of the text of the EIR.**

SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Impacts	Mitigation Measures
Land Use	
Adoption of the UGB will not cause new land use impacts resulting from development within the intensification corridors, nor will it exacerbate the severity of such impacts or reduce the ability of the city to mitigate or avoid such impacts. (No Impact)	No mitigation is required.
Adoption of the UGB will not cause land use impacts associated with planned development in the urban reserve, nor will it increase the intensity of such impacts or reduce the ability of the City and County to mitigate or avoid such impacts. (No Impact)	No mitigation is required.
Adoption of the UGB would not create a potential for incompatible interfaces between urban and non-urban properties. It does not increase the potential for land use impacts to occur along those interfaces, nor does it exacerbate the potential intensity of those impacts or reduce the ability of the City and County to mitigate or avoid such impacts. (No Impact)	No mitigation is required.
Adoption of the UGB will not cause the loss of open space or agricultural land. (No Impact)	No mitigation is required.

SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Impacts	Mitigation Measures
Land Use, Continued	
Adoption of the UGB would have no impact on the jobs/housing balance in the San Jose Sphere of Influence, nor change the amount of housing which could be developed. (No Impact)	No mitigation is required.
Adoption of the UGB will not cause any change in population or existing land uses. (No Impact)	No mitigation is required.
The implementation of the City and County General Plans, with or without the UGB, will result in cumulatively significant land use compatibility impacts, and cumulatively significant loss of open space and agricultural land. (Cumulatively Significant Impacts)	Conformance with General Plan goals and policies will reduce the cumulative land use compatibility impacts to a less than significant level, but will not fully mitigate the loss of open space and agricultural lands. (Cumulatively Significant Unavoidable Impact)
Visual and Aesthetic Quality	
Adoption of the UGB would not cause increased visual impacts and does not reduce the ability of the City and County to reduce or avoid such impacts. (No Impact)	No mitigation is required.
Adoption of the UGB would not cause visual impacts to scenic corridors. (No Impact)	No mitigation is required.
Implementation of the City General Plan, with or without the UGB, will have cumulatively significant visual impacts. (Cumulatively Significant Impact)	Conformance with General Plan goals and policies will reduce visual impacts, but will not mitigate them to a less than significant level. (Cumulatively Significant Unavoidable Impact)

SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Impacts	Mitigation Measures
Geology and Soils	
Adoption of the UGB will not cause significant impacts associated with development in areas with weak/expansive soils, erosion or health hazards associated with serpentine soils, nor will it exacerbate the severity of such impacts or reduce the ability of the City and County to mitigate or avoid such impacts. (No Impact)	No mitigation is required.
Adoption of the UGB would not expose development or people to additional seismic impacts and would not reduce the ability of the City and County to mitigate or avoid such impacts. (No Impact)	No mitigation is required.
Implementation of the City and County General Plans, with or without the UGB, will have cumulatively significant geologic and soils impacts. (Cumulatively Significant Impact)	Conformance with General Plan goals and policies, and with the Uniform Building Code, will reduce cumulatively significant soils and geologic impacts to a less than significant level. (Less Than Significant Impact With Mitigation)
Drainage, Flooding and Water Quality	
Adoption of the UGB will not cause significant flooding impacts or increase the severity of impacts from implementation of the existing General Plans, or reduce the ability of the City and County to mitigate or avoid such impacts. (No Impact)	No mitigation is required.
Adoption of the UGB will not cause water quality impacts nor increase the severity of such impacts or reduce the ability of the City and County to mitigate or avoid such impacts. (No Impact)	No mitigation is required.
Implementation of the City and County General Plans, with or without the UGB, will have cumulatively significant drainage, flooding and water quality impacts. (Cumulatively Significant Impact)	Conformance with General Plan goals and policies, and with the Countywide Nonpoint Source Program, will reduce cumulatively impacts to a less than significant level. (Less Than Significant Impact With Mitigation)

SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Impacts	Mitigation Measures
Cultural Resources	
Adoption of the UGB will not cause impacts to prehistoric resources nor will it increase the severity of such impacts or reduce the ability of the City or County to mitigate or avoid such impacts. (No Impact)	No mitigation is required.
Adoption of the UGB will not cause impacts to historic resources nor will it increase the severity of such impacts or reduce the ability of the City or County to mitigate or avoid such impacts. (No Impact)	No mitigation is required.
Implementation of the City General Plan, with or without the UGB, will result in cumulatively significant cultural resource impacts. (Cumulatively Significant Impact)	Conformance with General Plan goals and policies will reduce the cumulative impacts to a less than significant level. (Less Than Significant Impact With Mitigation)
Hazardous Materials	
Adoption of the UGB will not result in any new or more severe hazardous materials impacts and will not reduce the ability of the City and County to mitigate or avoid such impacts. (No Impact)	No mitigation is required.
Implementation of the City and County General Plans will result in cumulatively significant hazardous materials impacts. (Cumulatively Significant Impact)	Conformance with General Plan goals and policies will reduce the cumulative hazardous materials impacts to a less than significant level. (Less Than Significant Impact With Mitigation)
Vegetation and Wildlife	
Adoption of the UGB would not cause impacts to special status species or their habitats, nor would it increase the impacts to such species or reduce the ability of the City and County to mitigate or avoid such impacts. (No Impact)	No mitigation is required.

SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Impacts	Mitigation Measures
Vegetation and Wildlife, Continued	
Adoption of the UGB would not cause additional impacts to ordinance sized trees, nor would it increase the severity of impacts to such trees which might be caused by implementation of the General Plans. (No Impact)	No mitigation is required.
Implementation of the City and County General Plans would have cumulatively significant impacts to vegetation and wildlife. (Cumulatively Significant Impact)	Conformance with General Plan goals and policies will reduce the cumulative vegetation and wildlife impacts to a less than significant level. (Less Than Significant Impact With Mitigation)
Transportation	
Adoption of the UGB will not cause significant impacts to the transportation system, nor will it increase the significance of impacts which would otherwise occur or reduce the ability of the City and County to mitigate such impacts. (No Impact)	No mitigation is required.
Implementation of the City General Plan will result in cumulatively significant increases in traffic congestion. (Cumulatively Significant Impact)	Conformance with General Plan goals and policies will reduce the cumulative traffic impacts to a less than significant level. (Less Than Significant Impact With Mitigation)
Air Quality	
Adoption of the UGB by the City and County will not result in any significant air quality impacts, nor will it increase the severity of impacts resulting from implementation of the General Plans or reduce the ability of the City and County to mitigate such impacts. (No Impact)	No mitigation is required.
Implementation of the City and County General Plans will result in cumulatively significant local and regional air quality impacts. (Cumulatively Significant Impact)	Conformance with General Plan goals and policies will reduce the cumulative air quality impacts, but not to a less than significant level. (Cumulatively Significant Unavoidable Impact)

SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Impacts	Mitigation Measures
Noise	
Adoption of the UGB would not cause noise impacts, nor would it increase the severity of impacts caused by implementation of the General Plans or reduce the ability of the City and County to mitigate such impacts. (No Impact)	No mitigation is required.
Adoption of the UGB would not cause light rail noise impacts, nor would it increase the severity of impacts caused by implementation of the planned infrastructure or reduce the ability of the City and County to mitigate such impacts. (No Impact)	No mitigation is required.
Adoption of the UGB would not cause noise beyond existing conditions, nor would it increase the severity of noise impacts or reduce the ability of the City and County to mitigate such impacts. (No Impact)	No mitigation is required.
Implementation of the City and County General Plans would result in cumulatively significant increases in noise, particularly traffic-generated noise. (Cumulatively Significant Impact)	Conformance with General Plan goals and policies will reduce the cumulative noise impacts, but would not reduce impacts from traffic-related noise to a less than significant level. (Cumulatively Significant Unavoidable Impact)
Energy	
Adoption of the UGB would not cause energy impacts nor would it increase the severity of energy impacts resulting from implementation of the existing General Plans. (No Impact)	No mitigation is required.
Implementation of the City and County General Plans will result in cumulatively significant increased energy use. (Cumulatively Significant Impact)	Conformance with General Plan goals and policies will reduce the cumulative energy consumption impacts to a less than significant level. (Less Than Significant Impact With Mitigation)

**SUMMARY OF ENVIRONMENTAL IMPACTS
AND MITIGATION MEASURES**

Impacts	Mitigation Measures
Utility and Service Systems	
Adoption of the UGB will not increase demand for sanitary sewer service. (No Impact)	No mitigation is required.
Adoption of the UGB would not increase demand for water service. (No Impact)	No mitigation is required.
Adoption of the UGB would not result in increased demand for landfill capacity or recycling services. (No Impact)	No mitigation is required.
Adoption of the UGB would not result in an increased demand for utilities services. (No Impact)	No mitigation is required.
Implementation of the City General Plan will result in cumulatively significant increases in demand for utility and service systems. (Cumulatively Significant Impact)	Conformance with General Plan goals and policies will reduce the cumulative environmental impacts associated with increased demand for utility and service systems to a less than significant level. (Less Than Significant Impact With Mitigation)

SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Availability of Public Systems

Demand for fire protection systems, service from the library system, school capacity, services from the parks and recreation system, and service from the library system resulting from adoption of the UGB would have a less than significant impact on the environment.

Secondary Impacts

The following conclusions are reached regarding the potential for secondary impacts resulting from adoption of the UGB:

- Infill development will occur with or without the UGB, as planned for in the adopted City General Plan, and County General Plans. The environmental impacts of such development are disclosed in the EIRs prepared on the City and County General Plans (and summarized in Section II of this EIR).
- The proposed UGB could cause planned infill development to occur sooner than it otherwise would. However, a change in the timing of infill development would not change the environmental impacts of such infill development.
- The existing City and County General Plans provide for sufficient local housing within their respective jurisdictions consistent with adopted Jobs/Housing Balance and other General Plan policies. The adoption of the proposed UGB would not change this situation. Based on this fact and the analysis contained in this EIR, there is no evidence that the adoption of the UGB would be a factor which contributes to development in outlying counties. The UGB simply reinforces the existing LAFCO, and adopted City and County General Plan policies limiting urban development.

Summary of Alternatives

CEQA requires that an EIR identify alternatives to a project as proposed, including a "No Project" alternative. The CEQA Guidelines specify that the EIR identify alternatives which could attain most of the project objectives but avoid or reduce the significant effects of the project. This EIR does not identify any significant impacts as resulting from the proposed adoption of the UGB. However, the EIR does identify several alternatives and compares their potential environmental impacts and their ability to meet identified project objectives.

No Project/No Development - This alternative would mean that no further development occurs within the San Jose Sphere of Influence. This would result in the conditions identified as "Existing Setting" in Section II of this EIR. This alternative would not meet the objectives of the City and County General Plans.

No Project/No Change in the General Plans - This alternative would result in the existing General Plans continuing to exist without the UGB. The physical impacts of implementing the General Plans without a UGB will be the same as the physical impacts of implementing the General Plans with the UGB. This alternative would not meet the project objectives.

Smaller Area Inside the UGB - This alternative results in a UGB location resulting in less land inside the UGB. While this alternative would not have any immediate environmental impacts or benefits, by precluding the potential for the Coyote Valley Urban Reserve being included within the USA, it could avoid the potential impacts which would result in the long term from development in the Coyote Valley Urban Reserve. This alternative would not meet certain City General Plan objectives, but would be environmentally superior to the project as proposed.

Larger Area Inside the UGB - This alternative would result in the Richmond and Young ranches, properties adjacent to the easterly boundary of the proposed UGB and existing USA, being included in the UGB. If it is also assumed that the City would eventually include the properties inside the USA and redesignate them for urban uses, this alternative would result in potentially significant increases in traffic, air quality, biological, flooding, water quality, and visual impacts. This alternative would not be environmentally superior to the project as proposed.

No Minor Modifications of the UGB - This alternative would not allow even minor modifications to the UGB. This alternative would be slightly environmentally superior to the proposed project.

Easements in the Greenbelt - This alternative would result in the dedication of permanent easements on some properties outside the existing USA, precluding their development. This alternative would be environmentally superior to the proposed project, conforms to project objectives, but may not be economically feasible.

Known Views of Local Groups

As discussed in the text of this EIR, lawsuits were filed against the City and County alleging that adoption of the UGB would result in significant adverse environmental impacts. These impacts were identified as: (1) significantly increased development within the City of San Jose, which would cause traffic congestion, air pollution, and increased demand for urban services and public service systems; and (2) significantly increased development outside the San Jose Sphere of Influence, particularly in the Central Valley, which would cause significantly increased traffic and air quality impacts.

As discussed elsewhere in this EIR (Description of the Project; Alternatives to the Project), letters have been received by the City from attorneys representing the owners of the Young and Richmond Ranches reiterating these same beliefs. A response to the Notice of Preparation from the same firm of attorneys suggested a number of alternatives (described in more detail in the section of this EIR discussing Alternatives to the Project) would reduce these assumed significant impacts.

At a scoping meeting which was noticed to the general public, a number of property owners asked questions about the nature of the proposed UGB and how it would change their ability to develop their property. A representative of the Homebuilders Association of Northern California asked that the EIR evaluate impacts to affordable housing, and suggested that the EIR should use all new information because the information in the *San Jose 2020 General Plan FEIR* was inaccurate. At the same meeting, an attorney representing the owners of the Young and Richmond Ranches reintroduced the letter sent in response to the Notice of Preparation and requested that the EIR evaluate the suggested alternatives in the same level of detail as the proposed project.

I. DESCRIPTION OF THE PROPOSED PROJECT

A. OVERVIEW

The two projects which are the subject of this EIR are: (1) the adoption of a Greenline/Urban Growth Boundary (referred to in this document as the Urban Growth Boundary or UGB) for the City of San Jose and (2) the adoption of related policies by Santa Clara County². The proposed UGB would identify the long term limit for urban development and extension of urban services within the City of San Jose. The UGB is proposed to be established by amendments to the text and the Land Use/Transportation Diagram of the *San Jose 2020 General Plan*. Amendments to the text of the *1995 Santa Clara County General Plan* would acknowledge the City's UGB for purposes of cooperative planning. The City's UGB would be implemented and supported by amendments to the San Jose Municipal Code and by a City/County Joint Policy Statement.

B. PROJECT LOCATION

Santa Clara County and the City of San Jose are located in the south San Francisco Bay area, with San Jose occupying the central, eastern portion of Santa Clara County (refer to Figure 1). The incorporated area of the City is approximately 175 square miles (refer to Figure 2). Most of this land is located within the City's Urban Service Area (USA), which encompasses approximately 139 square miles. The San Jose Sphere of Influence consists of approximately 256 square miles, all of which is within Santa Clara County. The Sphere of Influence represents the geographical extent of the City's planning authority as defined by the Local Agency Formation Commission (LAFCO).

That portion of the City's Sphere of Influence which is not within San Jose's incorporated area is under the jurisdiction of Santa Clara County. The USA marks the boundary of lands planned for urbanization within the City of San Jose in the near future. Future uses of lands beyond the USA boundary are specifically addressed by Santa Clara County's General Plan.

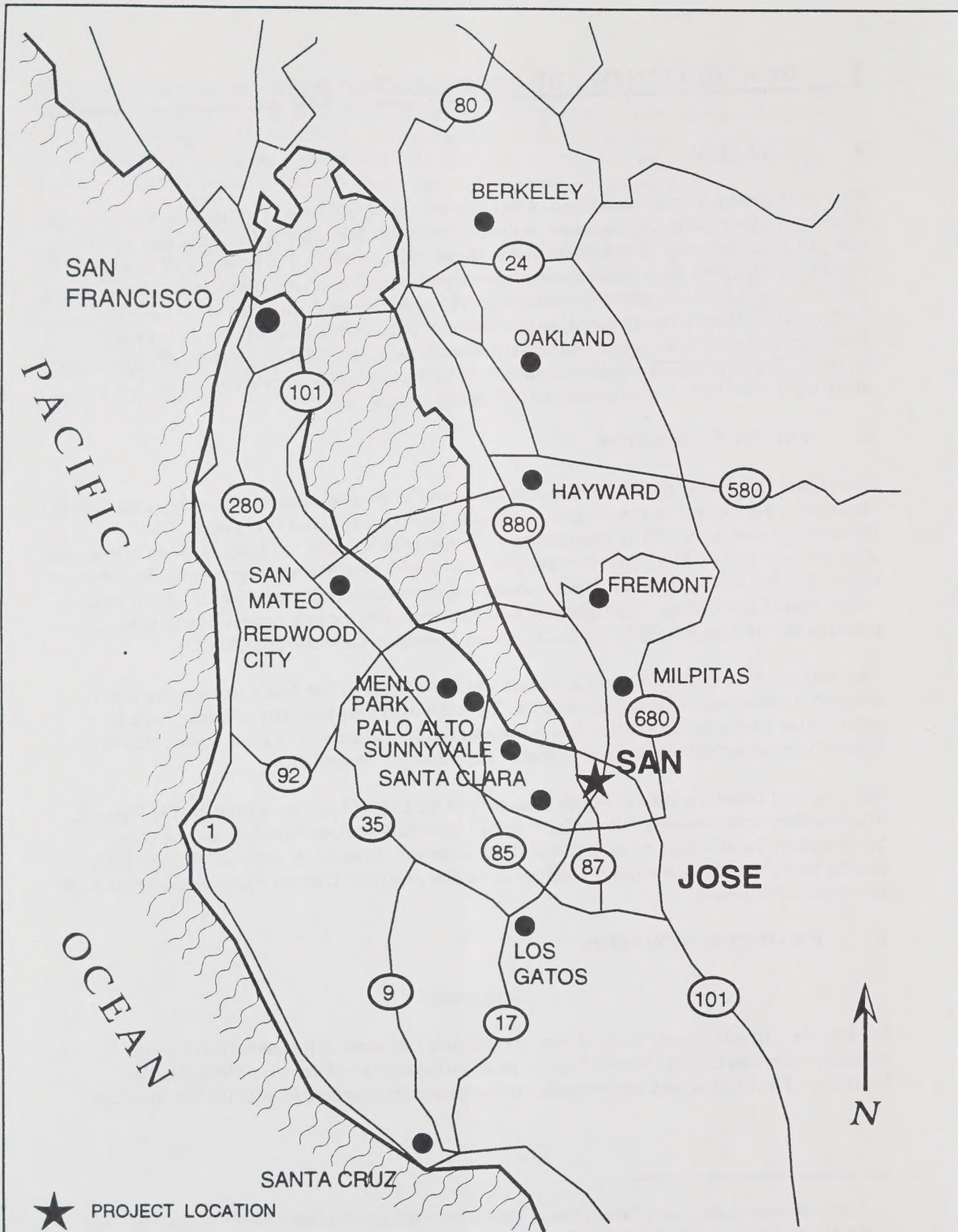
The proposed Greenline/Urban Growth Boundary for the City of San Jose is illustrated in Figure 2. The boundary approximately follows the existing Urban Service Area Boundary and the outer boundaries of the existing City of San Jose Urban Reserves. In addition, the UGB includes lands located below the 15% slope line (as defined in the *San Jose 2020 General Plan*) considered suitable for urban development.

C. PROJECT DESCRIPTION

Background

In 1996, the City and County adopted separate Negative Declarations for amendments to the respective City and County General Plans to establish the proposed Greenline/Urban Growth Boundary. The UGB-related amendments were subsequently approved by both the San Jose City

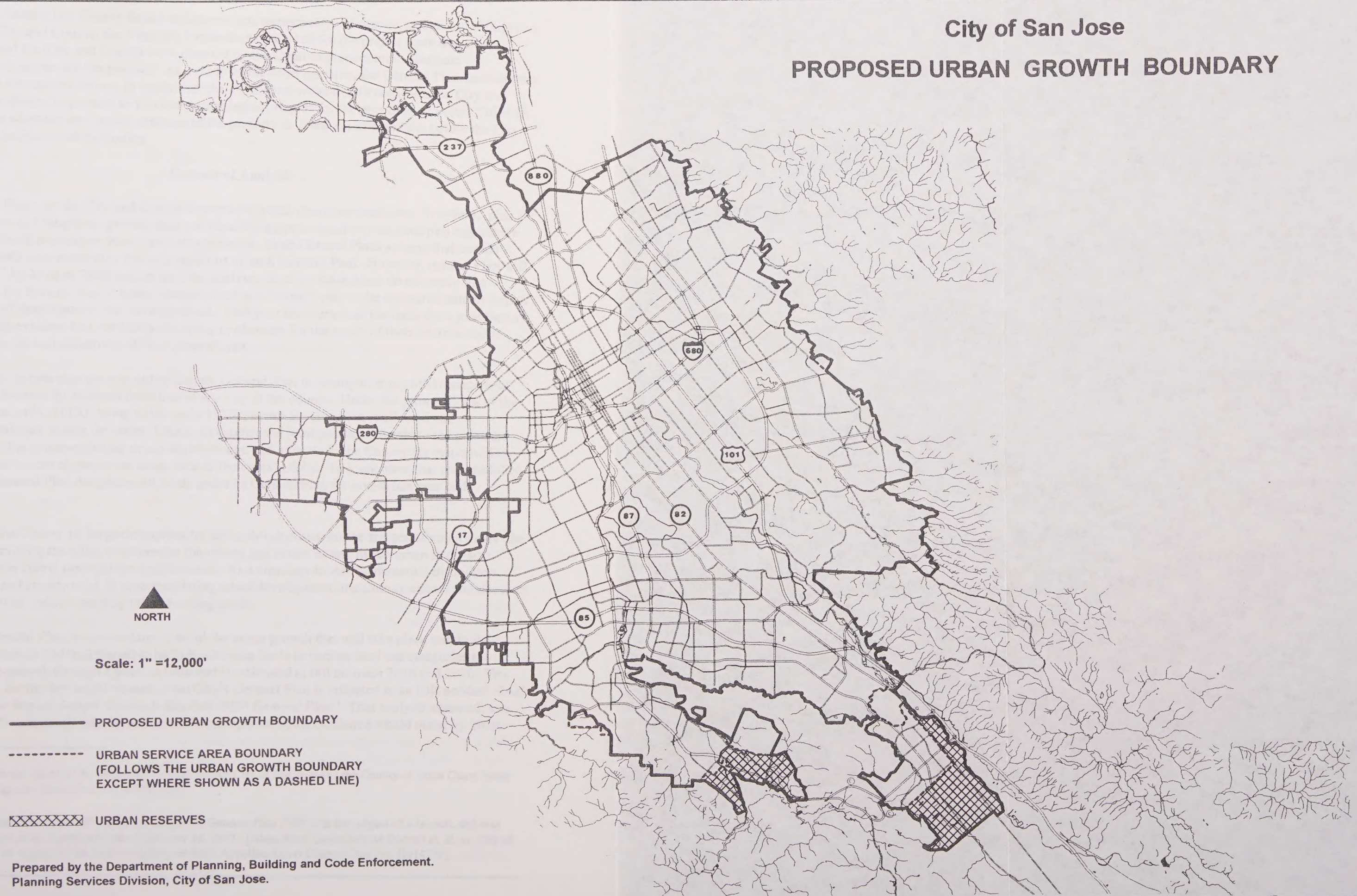
² All references to the County General Plan in this EIR are to that portion of the County's General Plan which applies to lands within the City of San Jose Sphere of Influence.



REGIONAL LOCATION MAP

FIGURE 1

City of San Jose PROPOSED URBAN GROWTH BOUNDARY



Prepared by the Department of Planning, Building and Code Enforcement.
Planning Services Division, City of San Jose.

Council and Santa Clara County Board of Supervisors, respectively. However, as a result of litigation against the City and County, the Negative Declarations prepared for the project were declared inadequate and the City and County were directed by the Court to prepare more adequate environmental review for the project.³ As a result of the court decision, the General Plan amendments and all other subsequent actions to implement the UGB were set aside. In response, the City and County have chosen to prepare an Environmental Impact Report for the proposed projects. This EIR addresses the adoption and implementation of the projects as a new set of decisions before the City and County decision-making bodies.

Context of Analysis

The General Plans for the City and County incorporate certain basic assumptions. In order to plan for both near term and long term growth, land use planning agencies must rely on both past experience and future growth projections based on that experience. Both General Plans assume that certain levels of growth may occur over the time horizons of each General Plan. However, neither Plan will be “built out” by 2010 or 2020 and, in fact, the analyses done for these plans do not make that assumption. An horizon year is better characterized as a “target” year -- the estimated date by which a certain level of development will have occurred. That year then serves as the basis for a jurisdiction to periodically evaluate how well they are doing in planning for the needs of their citizens and in meeting the goals and objectives of their general plan.

It is important to note that the role of the County General Plan in countywide growth management policy is fundamentally different from that of any city in the county. Under the joint policies of the County, cities, and LAFCO dating to the early 1970's, urban development is allowed and accommodated only within the cities' USAs. In essence the joint policies allocate to the cities the responsibility for accommodating urban development, and allocate to the County the responsibility not to allow urban development on lands outside the cities' USAs. To implement that responsibility, the County General Plan designates all lands under its General Plan for non-urban uses and development.

By so doing the County no longer competes for urban development on the fringes of major cities like San Jose, permitting the cities to determine the timing and extent of any future urban expansion according to the cities' prerogatives and interests. As a corollary to this fundamental distinction between city and county roles in accommodating urban development, the County cannot and does not share in the cities' role in meeting urban housing needs.

San Jose's General Plan accommodates most of the urban growth that will take place within its Sphere of Influence and is designed to include adequate lands in various land use categories to accommodate growth through a point in time that is estimated to fall between 2010 and 2020. The analysis done for the last major update of the City's General Plan is reflected in an EIR entitled *Final Environmental Impact Report (Revised) San Jose 2020 General Plan*.⁴ That analysis assumed, as a conservative “worst case” that the anticipated development being evaluated would occur by 2010.

³ Randall Naess, Edmund N. Richmond II, et.al. vs The City of San Jose and the County of Santa Clara; Santa Clara County Superior Court Case No. CV762931.

⁴ City of San Jose, July 1994. The *San Jose 2020 General Plan FEIR* was the subject of a lawsuit, and was found by the court to be legally adequate December 24, 1997. [Alum Rock Union School District et. al. vs. City of San Jose; Court of Appeal of the State of California Sixth Appellate Court District Case No. H014778].

Based on these growth assumptions and past experience, the City believes that housing demand will result in the development of about 52,900 new dwelling units in San Jose between 1994 and 2010. About 50,900 of these dwelling units will be constructed within the existing USA and about 2,060 units in the South Almaden Valley Urban Reserve. There is some flexibility in the City's General Plan to meet future housing needs; all of the City's residential land use designations allow for a range of densities and housing types. In addition, the City's General Plan identifies certain "Intensification Corridors" where vacant or underutilized land, not all of which is presently designated for residential uses, could be utilized for high density residential or mixed residential/commercial developments. By planning for a variety of housing types and locations, the City is better able to accommodate fluctuations in market conditions, and maximize the housing available to its residents.

There are two Urban Reserve areas within San Jose's Sphere of Influence. Both are outside the USA but are proposed to be included within the UGB. The reason for this distinction is that the City is planning that the two areas, one in Coyote Valley and one in South Almaden Valley, will eventually be urbanized. They cannot, however, be developed until specific plans are prepared that would eventually allow urban development. Specific plans cannot be prepared until certain prerequisite conditions are met, including job growth in the Coyote Valley industrial area and stable City fiscal conditions. While the City assumed in the *San Jose 2020 FEIR* that the triggers for preparing a specific plan for the South Almaden Valley Urban Reserve might be met before the year 2010 and analyzed the impacts that development under that specific plan might have, it was not assumed in that EIR that a specific plan for Coyote Valley would be prepared by 2020. While the City is assuming that Coyote Valley will urbanize (and thus included it within the proposed UGB), it is considered unlikely to do so in the near term.

The adoption of the UGB does not change the rest of either the City's or the County's General Plans. It does not alter the existing USA line, nor does it change the Plans' assumptions about how or when urban development will occur in San Jose.

UGB vs USA

From input received during the UGB process, including responses to the Notice of Preparation of this EIR and comments made at the public scoping meeting for this EIR, there has been an apparent blurring of the distinction between the proposed Urban Growth Boundary (UGB) and the existing Urban Service Area (USA) delineation. The proposal to include a UGB in the City of San Jose's General Plan does not modify, eliminate, or reduce the importance of the USA. The USA is a basic element of urban planning in Santa Clara County. USAs have been in use since the early 1970's, and continue to serve as a means of phasing new development according to a jurisdiction's ability to plan for and serve that new development, while still meeting commitments to existing neighborhoods. Lands considered unsuitable for urban development in the near future have been excluded from cities' USAs.

Generally, the USA line marks a near term horizon and functions as a short-term growth boundary. A city plans to be able to provide urban services to any property inside its USA within a given time frame.⁵ San Jose's USA includes only properties for which all urban services are available, budgeted,

⁵ Government Code §56080 defines an Urban Service Area as all lands within a city's sphere-of-influence which are served by urban services or proposed to be served by such services during the first five years of the city's adopted capital improvement program.

or will be provided by developers, and whose maintenance will not adversely impact services to existing neighborhoods.⁶ In conformance with State law, the City's Planning Commission each year reviews the proposed Five Year Capital Improvement Program and advises the Council on its conformance with the adopted General Plan.

The adoption of a long-term UGB is proposed *in addition to* the USA. *The USA is a near- to mid-term urban limit line; the UGB is proposed as a long-term urban limit line.*

City of San Jose General Plan Amendments

Text Amendments

The proposed adoption of a Greenline/Urban Growth Boundary would require the following amendments to the text of the City's General Plan (the actual full text of the proposed San Jose General Plan Text Amendments are contained in Appendix A):

- ◆ Modifications to the Growth Management Major Strategy to state that the UGB establishes the planned limit of urban expansion, encourages infill development, encourages compact development and the efficient use of urban facilities and services, and helps ensure that services to existing neighborhoods would not be reduced by demands for service at the fringe of the City.
- ◆ Modifications to the Urban Conservation/Preservation Major Strategy to state that the UGB will support the conservation of existing neighborhoods and will help the City to maintain adequate levels of services for these neighborhoods by avoiding development at the fringe of the City.
- ◆ Renaming the Greenline Major Strategy to the Greenline/Urban Growth Boundary (UGB) Major Strategy and supplementing the key provisions of this Strategy, including:
 - Establish what is presently planned to be the ultimate perimeter of urban development.
 - Reinforce the commitment of the City of San Jose and the County of Santa Clara to only allow urban development to occur in the Urban Service Area (USA) where it can be safely and reasonably accommodated and where urban services can be efficiently provided.
 - Emphasize the need to restrict development to rural densities in hazardous or environmentally sensitive areas.
- ◆ Creation of a new Greenline/Urban Growth Boundary (UGB) section in the Goals and Policies Chapter of the *San Jose 2020 General Plan* to establish key goals and policies necessary to implement the Greenline/Urban Growth Boundary Major Strategy, including:
 - Not allowing urban development outside the UGB.

⁶ City's General Plan Community Development Urban Service Area Policy #2.

- Not allowing expansion of the USA outside the UGB.
- Defining lands suitable for inclusion within the UGB as the lands within the USA, the Urban Reserves and those lands located below the 15% slope line deemed potentially suitable for urban development.
- Discouraging significant modifications to the UGB to ensure its long-term stability.
- Requiring that modifications made to the UGB must also be compatible with all applicable provisions of the City and County General Plan documents.
- Allowing significant modifications to the UGB to be considered only during a comprehensive update of the General Plan and stipulating that certain findings must be made before the City Council will consider any significant UGB modifications.
- Defining and describing criteria for minor modifications to the UGB.
- Requiring that Title 18 of the Municipal Code be modified to establish the process for amending the UGB for both significant and minor modifications.
- Outlining the process governing City and County coordination and cooperation regarding the treatment of lands located outside the UGB and improvement of the development review and referral process.

Land Use/Transportation Diagram

The proposed City General Plan amendments include revising the Land Use/Transportation Diagram to depict the extent of the UGB. All lands within the City of San Jose's designated USA **and** all lands within the Urban Reserves will be included within the boundaries of the UGB (refer to Figure 2). In addition, the UGB will include some lands outside the USA that are located below the 15% slope line (as defined in the *San Jose 2020 General Plan*) and determined to be potentially suitable for urban development.

The UGB would not increase or diminish the existing and planned supply of land available for urbanization under the *San Jose 2020 General Plan*. The full development potential of the General Plan would be realized within the land area encompassed by the UGB.

Santa Clara County General Plan Amendment

The County of Santa Clara proposes to amend the text of the Santa Clara County General Plan to recognize and support the UGB. The complete text of the proposed County General Plan Amendment is included in Appendix A. The purpose of the County General Plan amendment is to establish policies which:

- ◆ Describe the intent and goals of the City of San Jose's long-term Greenline/Urban Growth Boundary (UGB).
- ◆ Formally acknowledge San Jose's UGB for the purposes of land use planning.

- ◆ Support City policy that significant modifications to the location of the UGB be considered only within the context of a comprehensive update of the City's General Plan.
- ◆ State the County's interest in having an opportunity to review and comment upon future UGB modifications or UGB-related policy modifications.
- ◆ State the County's interest that the USA not be expanded beyond the UGB, which is consistent with established growth management policies.
- ◆ Ensure that the City of San Jose's Urban Reserves are preserved for optimal utilization as future urban development areas by prohibiting the introduction of Roadside Services or other types of intensive commercial uses.
- ◆ Address consistency between City and County land use policy and regulations for non-urban areas outside the City's UGB and within the City's Sphere of Influence (SOI) by:
 - Prohibiting new Roadside Services land use designations within the SOI.
 - Developing an enhanced project referral and consultation procedure.
 - Authorizing the review of certain allowable uses to determine the need for additional specificity as to the appropriate definition and/or intensities of those uses including:
 - Local-serving commercial uses in the Hillside and Agricultural Ranchlands zoning districts.
 - Local-serving industrial and institutional uses in the Agricultural Ranchlands zoning districts.
 - Commercial uses that are allowed as a form of adaptive reuse of designated historic structures for purposes of historic preservation.

The various land uses discussed under the last major bullet point above are allowed under the County Zoning Ordinance with issuance of a use permit; the City, however, makes no provision for them in its corresponding zoning districts. Further studies of these uses, such as local serving commercial uses in Hillside zoning districts, are referred to as "Implementation Recommendations" in the County General Plan. Proposed General Plan and zoning ordinance changes resulting from these future studies will be subject to CEQA analysis and public review.

Title 18 Amendment

The City of San Jose also proposes to amend Title 18 of the City of San Jose Municipal Code by adding a new chapter to establish the process for amendments to the UGB identified in the *San Jose 2020 General Plan*. This proposed new chapter does the following (full text is contained in Appendix A):

- ◆ Briefly reiterates the purposes of the UGB.

- ◆ Requires that proposed land use changes for lands located outside the UGB be processed concurrently with a request to modify the extent of the UGB.
- ◆ Establishes an annual December 1 filing deadline for UGB modification requests.
- ◆ Establishes a 90-day process for the Director of Planning, Building and Code Enforcement to determine whether a proposed modification of the UGB qualifies as minor.
- ◆ Codifies the criteria for determining what constitutes a minor modification including the following:
 - Requires property to be located below the 15% slope line.
 - Requires land size to be 5 acres or less with exceptions for proposals that create permanent open space buffers.
 - Requires land to be contiguous to lands with an urban designation.
 - Allows for varying criteria in considering minor modifications for lands located in (1) the Coyote Valley Urban Reserve and (2) the Alviso Master Plan area, or (3) for lands outside the UGB proposed for public service or facility uses.
- ◆ Requires public hearings before the Planning Commission and the City Council to address requests which the Director of Planning, Building and Code Enforcement determines are not minor modifications and establishes a notification process for these hearings.
- ◆ Establishes criteria for the City Council to deny modification requests.
- ◆ Establishes findings for the City Council to refer a modification request to a comprehensive update of the General Plan.
- ◆ Establishes fees to process modification requests.

City/County Joint Policy Statement

In addition to the amendments to the San Jose 2020 General Plan and Title 18 of the Municipal Code, the UGB project also includes a Joint Policy Statement (contained in Appendix A) of the City of San Jose and the County of Santa Clara. The Joint Policy Statement is intended to reflect and to reinforce the strong commitment of both the City and the County to the growth management and open space preservation policies expressed in their respective General Plans. The City of San Jose and the County of Santa Clara enjoy a unique interjurisdictional relationship not commonly found in California. Since the 1970s, both the City and County have worked together to ensure that urban development within San Jose's Sphere of Influence only occurs within the City's USA, the area for which the City has indicated that it will provide urban services. The County will not permit urban development on lands outside the USA. The Joint Policy Statement on the UGB reinforces this joint commitment of the City and the County to limit urban development and reinforce City and County growth management and open space preservation policies.

The City and the County share the same goals for the UGB and the Joint Policy Statement reflects this in its goals section. The Statement contains the following key provisions:

- ◆ San Jose's UGB will be formally recognized by the County.
- ◆ The City and County agree that their respective General Plans will incorporate the basic tenets of the Joint Policy Statement.
- ◆ Modifications to the UGB will be limited. Significant modification requests will be forwarded to the County Board of Supervisors for review and comment before City action.
- ◆ Joint City/County community meetings will be conducted to discuss any major modification of the UGB. City and County staff will work together to establish broad public notification provisions for these meetings.
- ◆ City and County staff will coordinate their review of any UGB modification proposals including the supporting text or the Joint Policy Statement.
- ◆ City and County agree that options for the optimal use of the Urban Reserves will be preserved and land use, development or other approvals that inhibit or interfere with future master planning of these areas shall be avoided.
- ◆ Sustainable and responsible development will be created within the Urban Reserves.
- ◆ The City and County will work to achieve greater consistency between their land use policies and development-related decision-making for lands outside the UGB. Both the City and the County are committed to allowing low intensity land uses outside the UGB consistent with the rural character of these lands.

City of San Jose Zoning Changes

The City is not proposing any changes to the zoning districts for the lands located outside the UGB at this time. In the future, however, it is likely that changes to the City of San Jose's Zoning Code will be considered since the existing City zoning districts for the lands located outside of the proposed UGB are less restrictive than the *existing* General Plan land use designation of Non-Urban Hillside, which covers much of this area. The zoning districts do not mandate that the property be subdivided in a manner inconsistent with the General Plan, but they are misleading. For example, large areas outside the UGB are zoned R-1:B-3, which allows a minimum lot size of one acre; the underlying Non-Urban Hillside General Plan land use designation, however, allows a minimum lot size of 20 acres.⁷ Zoning Code changes will be considered by the City regardless of the existence or non-existence of the UGB since this disparity between the General Plan and the Zoning Code already exists. These future Zoning Code changes would receive separate environmental review under CEQA, since the Zoning Code changes would be a separate project undertaken independently of the UGB.

⁷ San Jose is a Charter City whose zoning is not required to conform to its General Plan. In subdividing property, however, San Jose must make findings required by the State Subdivision Map Act that the subdivision is in conformance with the General Plan.

D. PROJECT OBJECTIVES

The proposed project is the establishment of a Greenline/Urban Growth Boundary (UGB) which identifies the long-term limit for the extension of urban services and the expansion of urban development for the City of San Jose. The UGB would be established by amendments to the text and the Land Use/Transportation Diagram of the *San Jose 2020 General Plan*, and would be acknowledged by policies in the *Santa Clara County General Plan*. The General Plans are the long-term policy documents for decision-making regarding land use and other issues. The UGB is consistent with and would reinforce many of the existing provisions of both the *San Jose 2020 General Plan* and the *Santa Clara County General Plan*, especially those concerning growth management and open space preservation. Although the existing provisions of the General Plans have been successful in managing growth and preventing development in inappropriate areas, the UGB would improve or reinforce these provisions by achieving the following goals:

- ◆ More clearly differentiate, over the long-term, between those lands planned and reserved for urban purposes and those which are intended to remain rural in character. Lands within the UGB would receive urban services and lands outside the UGB would not.
- ◆ Create assurances that the growth management policies are seriously and thoroughly evaluated before any change in these policies is entertained.
- ◆ Provide a greater degree of certainty for residents and property owners regarding the long-term expectations for urban development.
- ◆ Promote fiscally and environmentally sustainable development, particularly “infill” development, in locations where the City can most efficiently provide urban services.
- ◆ Preserve surrounding hillsides, wetlands and agricultural and other open space lands as a legacy for future residents and maintain the City’s reputation as an attractive place to live and work.
- ◆ Protect public health and safety by preventing urban development in areas subject to natural hazards.
- ◆ Preserve options for the optimal use of lands reserved for future growth, *i.e.*, the Urban Reserves.
- ◆ Establish greater consistency between City and County land use plans and development policies.

E. USES OF THE EIR

The EIR will be used to provide decision-makers in the City of San Jose and the County of Santa Clara, and the general public, with relevant environmental information to use in considering the proposed project. It is proposed that this EIR will be relied upon in issuing appropriate project-specific discretionary approvals necessary to implement the project, as proposed. These actions include but may not be limited to the following approvals:

- ◆ Text Amendments to the *San Jose 2020 General Plan*

- ◆ Changes to the Land Use/Transportation Diagram of the *San Jose 2020 General Plan* to depict the extent of the UGB
- ◆ Adoption of a new chapter for the City of San Jose's Municipal Code to establish a process for amendments to the proposed UGB.
- ◆ Text Amendments to the *Santa Clara County General Plan*
- ◆ Adoption of a Joint Policy Statement between the City of San Jose and Santa Clara County.

F. CONSISTENCY WITH ADOPTED PLANS AND POLICIES

In conformance with Section 15125(b) of the CEQA Guidelines, the following section discusses the consistency of the proposed project with relevant plans and policies.

1. State Plans and Policies

California Endangered Species Act

The California Endangered Species Act (CESA) was enacted in 1984 to protect rare, threatened, and endangered species in California. These species are defined as species whose continued existence is jeopardized. CESA has established a policy that State agencies should not approve projects that would jeopardize listed species or cause the destruction or adverse modification of essential habitat for listed species.

Consistency: The adoption of an Urban Growth Boundary by the City of San Jose and Santa Clara County is in conformance with the General Plans of these jurisdictions. The General Plans contain goals, policies, and implementation actions to protect and enhance the habitat for rare, threatened, and endangered species. The UGB, therefore, is consistent with the goals of this Act.

2. Regional Plans and Policies

1982 Bay Area Air Quality Plan and 1997 Clean Air Plan ABAG/BAAQMD/MTC

The 1982 Bay Area Air Quality Plan and 1997 Clean Air Plan ('97 CAP) establish regional policies and guidelines to meet the requirements of the Clean Air Act, as amended through 1990. The Bay Area is a non-attainment area for carbon monoxide, since federal standards are exceeded for that pollutant. Each non-attainment area was required to submit detailed plans to the State by June 30, 1991, to demonstrate new air pollution control programs and schedules for their implementation.

The Bay Area '97 Clean Air Plan is the current strategy for improving air quality. The Plan proposes the adoption of transportation, mobile source and stationary source controls on a variety of pollutant sources to offset population growth and provide improvement in air quality. The consistency of the proposed project with this regional plan is primarily a question of consistency with the population/employment assumptions utilized in developing the Plan.

Consistency: Adoption of the UGB would not contribute to local traffic in the peak hours and peak direction. Therefore, the project will not result in an increase in air pollutant emissions, nor contribute to exceedances of one or more air quality standards. In addition, the project does not propose to add additional jobs to the *San Jose 2020 General Plan* land use buildout scenario. Since the growth projections in the Clean Air Plan are based on General Plan buildout and the project does not propose to increase the number of jobs in the General Plan buildout assumption, this project is consistent with the Clean Air Plan.

San Francisco Bay Basin Water Quality Control Plan

The San Francisco Bay Basin Water Quality Control Plan (Basin Plan) is the master policy document that contains descriptions of the legal, technical, and programmatic bases of water quality regulation in the San Francisco Bay region. The Basin Plan provides a definitive program of actions designed to preserve and enhance water quality and to protect beneficial uses in a manner that will result in maximum benefit to the people of California.

Consistency: The proposed adoption of the UGB by the City of San Jose and Santa Clara County would not result in any additional adverse impacts in terms of water quality than those anticipated from buildout of the City's General Plan. Impacts from implementation of the General Plans to water quality, water supply, and biological resources would be minimized by mitigation measures as discussed in this EIR, (refer to Section II.A, B, and C). Therefore, the proposed UGB would be consistent with the San Francisco Bay Basin Water Quality Control Plan.

Santa Clara Valley Nonpoint Source Program

The Nonpoint Source Program was developed in accordance with the requirements of the 1986 San Francisco Bay Basin Water Quality Control Plan, for the purpose of reducing water pollution associated with urban stormwater runoff. This program was also designed to fulfill the requirements of the Section 304(1) of the Federal Clean Water Act, which mandated that the EPA develop National Pollution Discharge Elimination System (NPDES) Permit application requirements for various stormwater discharges, including those from municipal storm drain systems and construction sites.

The State Water Resources Control Board implemented NPDES general construction permits for the Santa Clara Valley. For properties of five acres or greater, a Notice of Intent (NOI) and Storm Water Pollution Prevention Plan (SWPPP) must be prepared prior to commencement of construction.

Consistency: The San Jose and Santa Clara County General Plans provide goals and policies designed to protect water quality. Development allowed by the General Plans would be required to implement storm water management practices during and after construction in accordance with the NPDES General Permit for Storm Water Discharges Associated with Construction Activity. The City would also be required to conform to the NPDES municipal storm water discharge permit and its requirements. The proposed UGB would not change any of these requirements or practices and, therefore, would be consistent with the NPDES program.

Santa Clara County Congestion Management Program

The Santa Clara Valley Transportation Authority (VTA) oversees the Santa Clara County *Congestion Management Program* (CMP), which was last updated in July 1997. The relevant state legislation requires that all urbanized counties in California prepare a CMP in order to obtain each county's share of the increased gas tax revenues. The CMP legislation requires that each CMP contain five mandatory elements: 1) a system definition and traffic level of service standard element, 2) a transit service and standards element, 3) a transportation demand management and trip reduction element, 4) a land use impact analysis element, and 5)

a capital improvement element. Santa Clara County's CMP includes the five mandated elements, in addition to a county-wide transportation model and database element, an annual monitoring and conformance element, and a deficiency plan element.

Consistency: A CMP analysis was not completed for the General Plans with the UGB because the CMA does not typically require this analysis at the General Plan level, since the General Plan does not grant an entitlement to build a specific project. Future development proposals would be required to conform to the CMP policies.

Local Agency Formation Commission Policies

The Local Agency Formation Commission (LAFCO) implements policies related to the efficient growth and development of urban areas and the preservation of open space and agricultural uses. LAFCO's policies are intended to limit urban development to locations adjacent to existing urban areas where urban services can be most efficiently provided, without undue hardship on service providers. The LAFCO policies are intended to assure the establishment of logical boundaries for development. A discussion of the project's consistency with relevant LAFCO guidelines and policies is provided below.

General Guidelines

1. *The Commission will encourage City processing of annexations and reorganizations within Urban Service Areas (USAs) without LAFCO review pursuant to Government Code 56826.* The project would be consistent with this guideline since the proposed UGB specifically reinforces the development (and annexation) of land within the existing USA. Lands outside the USA (primarily the Urban Reserves) would only be annexed after preparation of Specific Plans and incorporation into the USA.
2. *Urban development should occur in cities rather than in unincorporated territory.* The proposed project reinforces existing policies that require annexation within the USA. The UGB would conform with Section 56109 of the Cortese-Knox Local Government Reorganization Act which prohibits the formation of "islands" of incorporated territory within the County's jurisdiction. No "islands" would be created by the UGB, therefore, the project would be consistent with this guideline.
3. *Wherever possible, cities should pursue development of vacant incorporated land before annexation of fringe areas.* The proposed project reinforces existing policies that would not allow development outside the USA and encourages development inside the existing urban boundary.
4. *Annexations and reorganizations should result in logical and reasonable expansions for cities and special districts.* By reinforcing existing policies for development inside the USA, and allowing expansion of urban development outside the UGB only in the context of a major General Plan update, the project provides for conformance with this guideline.

5. *Cities are encouraged to pursue annexation of unincorporated islands.* By discouraging development outside the USA, the project encourages development inside the USA, including unincorporated islands.

Annexation/Reorganization Policies

1. *Proponents must clearly demonstrate that the City or special district is capable of meeting the need for services.* Because the project reinforces existing policies for developing inside the USA, it also encourages development where the City has indicated that it is best able to provide services.
2. *Boundaries of proposal must be definite and certain, and split lines of assessment must be avoided wherever possible.* In the case of hillside properties, lines of assessment are sometimes split to follow the 15% slope line. This is necessary in order to provide a reasonable dividing line between flat lands suitable for urban development and the hillsides which are not.
3. *The boundaries of a proposed annexation or reorganization must not create or result in areas that are difficult to serve.* Because the project reinforces existing policies for developing inside the USA, it also encourages development where the City has indicated that it is best able to provide services.
4. *Prezoning is a requirement for City annexation, unless it can be clearly demonstrated by the applicant that prezoning is unnecessary.* The proposed UGB would not affect prezoning requirements.

Other LAFCO policies require annexation proposals to be forwarded to the appropriate school districts, the VTA, and to all service providers. This EIR would be circulated to the above-mentioned responsible agencies and service providers. Therefore, the project would be consistent with these policies.

Consistency: The proposed project would be consistent with relevant LAFCO goals and policies.

3. Local Plans and Policies

Santa Clara County General Plan

The Santa Clara County General Plan provides a framework for cooperative planning efforts between the County and its 15 cities. The Santa Clara County General Plan provides policies to guide future urban growth for the metropolitan and unincorporated areas of the County. The County General Plan includes strategies and policies related to Countywide issues, and a separate set of strategies related to the rural unincorporated area.

Part 3 of the County General Plan deals with “Rural Unincorporated Area Issues & Policies”. This section contains the land use management policies intended to guide planning for the rural unincorporated area of the County. Strategy #1 in this section is to “Preserve the Resources and Character of Rural Lands”. Pursuant to this strategy, the General Plan sets forth policies that allow only non-urban types and densities of development outside cities’

USAs, with limited provision for highly specialized uses and restrictions on special districts that provide services.

Under the Growth and Development section for Countywide Issues and Policies, the Plan includes three major strategies, “Promote Compact Urban Development Patterns”, “Achieve More Balanced Urban Growth and Development” and “Improve Coordinated, Countywide Planning”. Each of these major strategies is summarized below.

Strategy #1: The policies and sub-strategies contained here include methods for successfully managing urban growth within existing urban areas. Techniques include controlling USA expansion, establishing long term urban growth boundaries, and controlling the formation of special districts and new cities. Other policies also promote compact urban development patterns and mixed use developments.

Strategy #2: The policies for implementing this strategy call for balancing jobs and housing with cities’ abilities to provide services and attainment of environmental standards; increased housing densities along transit corridors; increasing the housing supply and its proximity to employment centers; infill development; and local government finance reform.

Strategy #3: This strategy calls for an integrated approach to countywide planning issues, including preparation of an integrated plan and a means of implementing such a plan. Particular elements described as essential to such a plan include urban/rural development patterns; housing; open space; coordination of land use planning and transportation; infrastructure capacity; local government finance; and economic development.

Two important aspects of the proposed project are the County’s proposals to modify existing policies in order to preclude (a) new Roadside Service designations in San Jose’s Sphere of Influence, and (b) new intensive non-residential uses in the Urban Reserves which could conflict with the planning for their future urbanization. These policy revisions will support and reinforce existing County General Plan policies, including the encouragement of compact development patterns, the encouragement of urban development within cities, and the coordination of land use planning.

Consistency: The proposed UGB, which reinforces existing policies for growth management, promotes a compact urban form of development, encourages development along transit corridors and on infill sites, reinforces existing urban development limits and protects open space, is therefore consistent with the relevant goals and policies of the County's General Plan.

San Jose 2020 General Plan

The *San Jose 2020 General Plan* is an adopted statement of goals and policies for the future character and quality of development in San Jose. All major strategies are designed to reinforce and support each other for internal consistency. A summary of the major strategies and policies that apply to the proposed project is presented below:

Sustainable City Major Strategy: The Sustainable City Major Strategy is a statement of San Jose's commitment to becoming an environmentally and economically sustainable city. Programs promoted under this strategy include recycling, waste disposal, water conservation,

transportation demand management, and energy efficiency. The Sustainable City Strategy is intended to support these efforts by ensuring that development is designed and built in a manner consistent with the efficient use of resources and environmental protection.

Housing Major Strategy: The Housing Major Strategy is a statement of the City's housing policies which are designed to provide a wide variety of housing opportunities to meet the needs of all the economic segments of the community and provide adequate urban services. The two major components of the Housing Strategy are: 1) the land use and housing policies of the General Plan, and 2) the housing assistance programs described in the City's Comprehensive Housing Assistance Strategy (CHAS), administered by the Housing Department.

Growth Management Major Strategy: The purpose of this major strategy is to find the balance between the need to house new population and the need to balance the City's budget, while providing acceptable levels of service. To accomplish this, the General Plan provides for the "prudent location of new development to maximize the efficient use of urban facilities and services". Where and when growth is accommodated is critical to the City's ability to provide services efficiently and cost effectively. Infill location of new housing, including "recycling of underutilized or blighted properties" are particularly encouraged. The level of service policies are identified as mechanisms for protecting existing neighborhoods as infill proceeds.

The Greenline Major Strategy: The existing Greenline Major Strategy would be modified by the adoption of the proposed UGB. The purpose of the existing strategy, preservation of the hillsides, baylands, and rural agricultural properties which lie just outside the existing USA is, however, consistent with the proposed project. The proposed UGB is a logical outgrowth of the existing policies represented by the Greenline Major Strategy.

Intensification Corridors Special Strategy Area: The Intensification Corridors Special Strategy Areas designate the development of higher density residential uses along several identified corridors centered along existing or planned light rail transit lines and/or major bus routes. This strategy provides guidance for the future development and intensification of these areas.

Natural Resources Section: The natural resources section consists of goals and policies intended to strongly emphasize the protection of biotic resources. These policies are intended to preserve and protect biotic resources including riparian habitats, sensitive species, the urban forest, and significant trees.

Land Use/Transportation Diagram

The General Plan Land Use/Transportation Diagram provides the designated land uses for all property within the City's Sphere of Influence. The Diagram also illustrates the relationship between land uses and the transportation network. The proposed Greenline/Urban Growth Boundary would require that the Diagram be amended to depict the extent of the UGB as part of the *San Jose 2020 General Plan*.

Urban Reserves

The existing *San Jose 2020 General Plan* allows for the development of two Urban Reserves: the Coyote Valley Urban Reserve and the South Almaden Valley Urban Reserve. These Urban Reserves presently consist of large agricultural and rural residential areas located in the southernmost areas of San Jose, as shown on Figure 3. The Coyote Valley Urban Reserve is approximately 2,000 acres and the South Almaden Valley Urban Reserve is approximately 1,050 acres in size.

The Coyote Valley and South Almaden Valley Urban Reserves are reserved for planned communities in accordance with specific development criteria set forth in the *San Jose 2020 General Plan*. These criteria are summarized below.

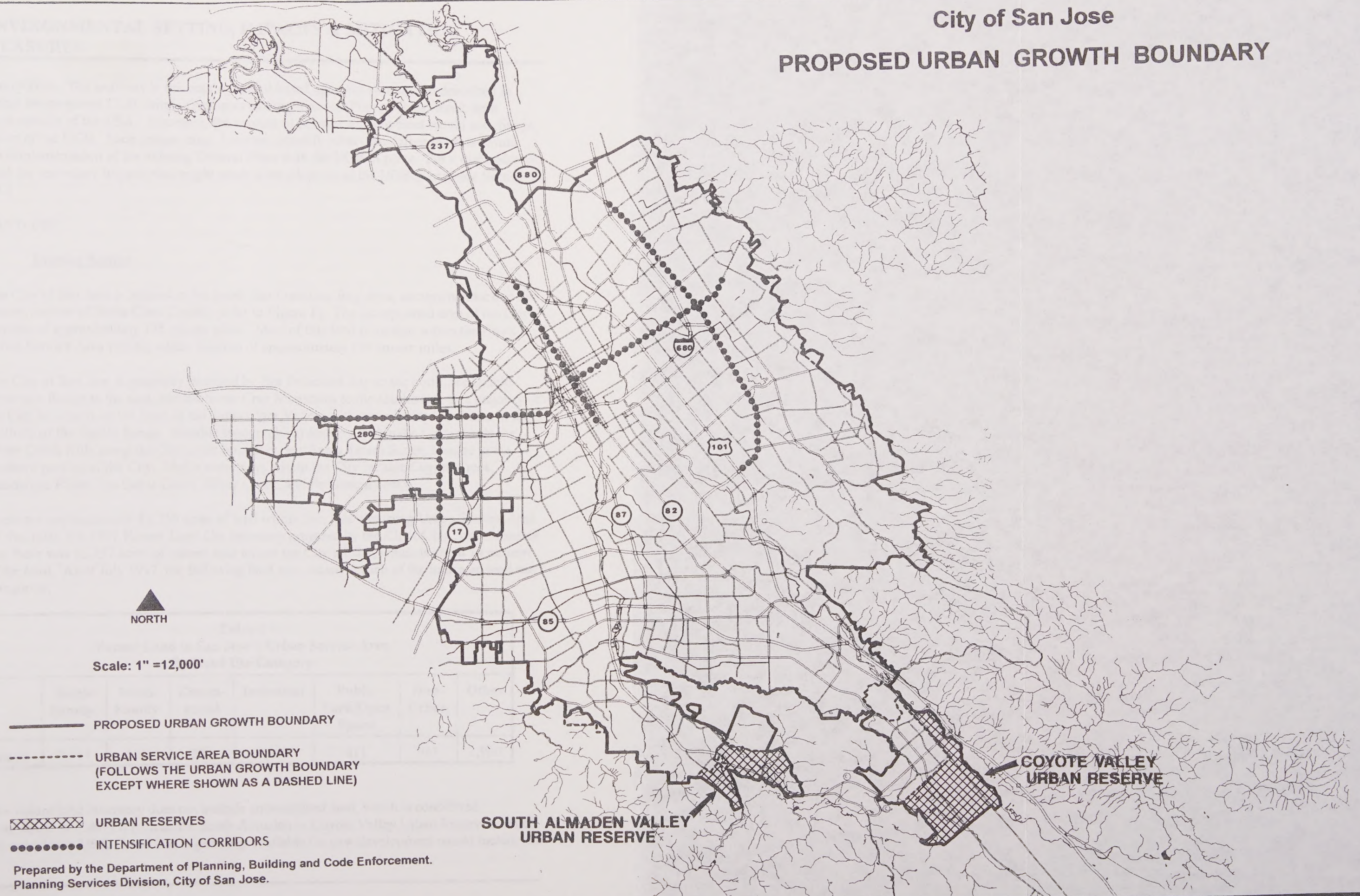
The General Plan would allow for the preparation of a specific plan that addresses development of up to 2,000 units within the South Almaden Valley Urban Reserve only if the two following prerequisites are met:

- 5,000 new jobs are added in the North Coyote Campus Industrial Area, and
- the City's fiscal condition is stable, predictable and adequate in the long term.

The *San Jose 2020 General Plan* designates only rural residential and agricultural uses within the Coyote Valley Urban Reserve during the time frame of the 2020 General Plan. The General Plan does, however, contain a future planning "vision" for the Coyote Valley. Future development in this Urban Reserve area would be contingent upon a number of prerequisite conditions. This vision could translate into 20,000-25,000 dwelling units with supporting businesses and services, as well as campus industrial uses. A General Plan amendment for the Coyote Valley Urban Reserve and associated environmental review would be required prior to consideration of a specific plan for this urban reserve

Consistency: The UGB is consistent with the relevant goals and policies of the City of San Jose's General Plan.

City of San Jose PROPOSED URBAN GROWTH BOUNDARY



II. ENVIRONMENTAL SETTING, IMPACTS & MITIGATION MEASURES

[**Introductory Note:** The analyses in this section are all based upon the assumption described in Section I, that the proposed UGB simply reinforces existing General Plan policies which limit development outside of the USA. Therefore, the amount of planned development would not change with adoption of the UGB. Each section does, however, identify what cumulative impacts would result from implementation of the existing General Plans with the UGB in place. For a discussion of the potential for secondary impacts that might result from adoption of the UGB, please see Section IV of this EIR.]

A. LAND USE

1. Existing Setting

The City of San Jose is located in the South San Francisco Bay Area, occupying much of the eastern portion of Santa Clara County (refer to Figure 1). The incorporated area of the City consists of approximately 175 square miles. Most of this land is located within the City's Urban Service Area (USA), which consists of approximately 139 square miles.

The City of San Jose is generally bounded by San Francisco Bay to the north, the Diablo Mountain Range to the east, and the Santa Cruz Mountains to the southwest. The majority of the City is located on the floor of the Santa Clara Valley, with some limited land area in the foothills of the Diablo Range. Notable topographical features within the City include the Silver Creek Hills along the City's east boundary, and Santa Teresa Ridge, located in the southern portion of the City. Major waterways within the City include Coyote Creek, Guadalupe River, Los Gatos Creek, Silver Creek, and Penitencia Creek.

There are approximately 88,730 acres of land within San Jose's existing Urban Service Area. Of that total, the 1997 *Vacant Land Use Inventory* prepared by the City of San Jose estimated that there was 12,257 acres of vacant land within the City's USA, which is about 14 percent of the total. As of July 1997, the following land was vacant in each of the indicated land use categories:

Table 1 Vacant Land in San Jose's Urban Service Area By Land Use Category							
	Single Family	Multi- Family	Comm- ercial	Industrial	Public Park/Open Space	Non- Urban	Other
Acreage	3,413	940	291	4,142	611	961	1,900

The vacant land inventory does not include underutilized land, which is considered developed. Nor does it include the South Almaden or Coyote Valley Urban Reserves, which are outside the USA. Land that is generally available for new development would include the

itemized vacant land, underutilized land, and land that may contain land uses that are considered no longer economically viable. In addition to development that coincides with the exact land use categories in the City's General Plan, under certain circumstances the General Plan allows *Mixed Use* developments (which falls within the "Other" category above), and higher density residential development on land that is not designated for residential uses ("Discretionary Alternative Use Policies").

Intensification Corridors

The City's 1994 General Plan update included adoption of the Intensification Corridor Special Strategy Area to encourage the development of higher density residential uses and/or mixed uses along several identified corridors centered along existing or planned light rail transit lines and/or major bus routes. This strategy is intended to provide guidance for the future development and intensification of these areas. The adopted General Plan allows for additional residential development in the intensification corridors located along Stevens Creek Boulevard/West San Carlos Street, East Santa Clara Street/Alum Rock Avenue, the Guadalupe Corridor, Winchester Boulevard, and Capitol Avenue/Expressway. Figure 3 shows the relative location of the intensification corridors within the City. Descriptions of the intensification corridors and of the existing land uses in these areas are provided below.

Stevens Creek Boulevard/West San Carlos Street

The Stevens Creek Boulevard/West San Carlos Street intensification corridor extends from the western City limits line (west of Lawrence Expressway) to Los Gatos Creek, near Downtown. This corridor follows the route of the proposed Stevens Creek Light Rail, and is characterized by commercial development. Large auto dealerships and commercial/retail centers predominate along Stevens Creek Boulevard. Two large regional shopping centers, Town & Country and Valley Fair, are located on each side of Stevens Creek Boulevard between Winchester Boulevard and I-880.⁸ Some multi-family residential development is also located along this corridor.

Land uses along West San Carlos Street consist primarily of commercial development including neighborhood businesses, used auto sales, retail centers, and some light industrial uses. A former Sears site has been recently redeveloped with commercial and high density residential uses. The former Sears site is part of the Midtown Planned Community, located south of West San Carlos Street between Meridian Avenue and Los Gatos Creek, and north of West San Carlos Street between Sunol Street and Los Gatos Creek. The Midtown Planned Community provides for conversion of older industrial uses to high density residential, commercial, industrial, and open space uses.

East Santa Clara Street/Alum Rock Avenue

The East Santa Clara Street/Alum Rock Avenue intensification corridor extends from Fourth Street east to South White Road. This corridor is a major bus route and is planned for a

⁸ At the time of preparation of this EIR, the City of San Jose was circulating a DEIR which addresses the redevelopment of the Town & Country Shopping Center with a mixed use development that includes both housing and commercial uses.

possible light rail line in the future. Land uses along this corridor consist of mostly older commercial development including neighborhood businesses, small retail centers, limited light industrial uses and some multi-family residential. San Jose Hospital is located along East Santa Clara Street at 14th Street. Roosevelt Park is also located along East Santa Clara Street at 20th Street. This corridor contains a few vacant parcels. A new multi-family residential complex is located on East Santa Clara Street between 24th and 23rd Streets. In addition, the Mexican Heritage Gardens, a Mexican community and cultural center, is being developed at the southwest corner of Alum Rock Avenue and South King Road.

Guadalupe Corridor (First Street/Airport Area)

The Guadalupe intensification corridor (First Street/Airport Area) extends from Highway 101 south to Julian Street, and from Interstate 280 south to just below Keyes Street. The First Street/Airport Area portion of this corridor follows the existing light rail line. This corridor also extends along First Street near the Downtown Core area. The First Street/Airport Area consists of office, hotel, industrial, and commercial uses. First Street near downtown consists primarily of office and commercial development.

Winchester Boulevard

The Winchester Boulevard intensification corridor extends from Stevens Creek Boulevard south to the City limits, just north of Hamilton Avenue. This corridor is near the proposed Vasona Light Rail line. This corridor consists primarily of commercial development including large commercial/retail centers, fast food restaurants, and small neighborhood businesses. The Town & Country regional shopping center is located along the east side of Winchester Boulevard between Stevens Creek Boulevard and Interstate 280.⁹ The Winchester Mystery House, an historic site/tourist attraction is located along the west side of Winchester just north of I-280. A large Century Theater complex is also located along the west side of Winchester Boulevard between Stevens Creek Boulevard and I-280. Office development is found along Winchester near Williams Road. Several apartment complexes are also located along this corridor, primarily between Williams and Hamilton.

Capitol Avenue/Expressway

The Capitol Avenue/Expressway Corridor is structured around a future light rail line. It would link large sections of eastern San Jose with Downtown and central San Jose. The corridor contains a number of vacant and underutilized sites suitable for more intensive development. This corridor runs adjacent to Reid-Hillview Airport and the regional shopping centers at Eastridge Mall, and Silver Creek Plaza.

Intensification within this corridor is anticipated to occur more slowly than elsewhere because increased residential development may create traffic congestion that would not be fully mitigated by light rail. Historically, the restricted number of access points to the Evergreen area, including major intersections on Capitol Expressway, has limited the timing of the

⁹ At the time of preparation of this EIR, the City of San Jose was circulating a DEIR which addresses the redevelopment of the Town & Country Shopping Center with a mixed use development that includes both housing and commercial uses.

significant amount of planned residential development in Evergreen to a schedule compatible with planned transportation improvements. Intensification along this corridor will occur as sufficient transportation capacity is identified, consistent with the City's level of service policies.

Urban Reserves

Both the South Almaden Valley Urban Reserve and the Coyote Valley Urban Reserve are located outside of the USA (see Figure 3). Both Urban Reserves are also within the proposed UGB. Neither of the Urban Reserves can be developed prior to certain levels of development occurring elsewhere in the City and prior to preparation of Specific Plans. In addition, a General Plan Amendment to include them inside the USA would also be necessary prior to their receiving development approvals.

The South Almaden Valley Urban Reserve consists of 1,050 acres of agricultural land and scattered residences. Santa Teresa Creek and Calero Creek extend through the easterly portion of the site. Alamitos Creek bisects the westerly portion of the site. The South Almaden Valley Urban Reserve is surrounded by agricultural, open space hillside, and rural residential uses. The Santa Teresa Hills rise to the east of the site.

The Coyote Valley Urban Reserve consists of about 2,000 acres of agricultural and open space land with a few scattered residences. Fisher Creek and several smaller drainages cross this site. The Coyote Valley Urban Reserve is surrounded by the vacant lands in North Coyote planned for *Campus Industrial* uses to the north and agricultural land to the south. The foothills of the Santa Cruz Mountains rise to the west of the site.

Demographics

Substantial background information on employment and housing within San Jose is contained in the *San Jose 2020 General Plan Housing Appendix* (August 1994). This information is incorporated by reference and is on file with the City Department of Planning, Building and Code Enforcement. Based on the 1990 census data,¹⁰ there were a total of 250,218 households in San Jose, with a household population of 770,745. Average household size in 1990 was 3.08 persons per household. ABAG estimates that in 1995, the San Jose Sphere of Influence contained 273,920 households, with a population of 879,900.¹¹

2. Land Use Impacts

For the purposes of this EIR, a land use impact is considered significant if the project will:

- induce substantial growth or concentration of population which is incompatible with established community goals and/or infrastructure capacity; or
- result in a substantial loss of open space; or

¹⁰ There is no newer information available at this time that provides the same degree of accuracy or completeness as the U.S. Census.

¹¹ *Projections '98*, Association of Bay Area Governments; December 1997.

- convert prime agricultural land to non-agricultural use or impair the agricultural productivity of prime agricultural land; or
- displace a large number of people; or
- conflict with established recreational, educational, religious or scientific uses of an area.

Implementation of the City and County General Plans and their associated growth, with or without a UGB in place, will result in land use impacts, including increased traffic, noise, air pollution, visual changes, and exposure to flooding and contamination hazards. All of these impacts are the result of development of lands in conformance with the existing General Plan, and do not result from the creation of a UGB. These impacts, resulting from the proposed land uses and the public facilities required to support these uses, are addressed within their respective sections of this EIR. The following discussion addresses the land use compatibility, open space, and agricultural land impacts associated with implementation of the San Jose 2020 General Plan with a UGB in place.

The proposed change to the City and County General Plans which is addressed by this EIR is the adoption of the Urban Growth Boundary. The adoption of the UGB would not have localized or site-specific land use impacts, such as might result from a land use designation change or a particular development. The UGB does not change any land use designations, nor would it result in different land use interfaces.

The proposal by the County to modify their existing policies would have the effect of reducing two potential sources of future land use compatibility impacts. The County proposes to designate no new *Roadside Service* sites in the City's Sphere of Influence, and to not allow new, intensive, non-residential uses in the Urban Reserve that could conflict with planning for their future urbanization. These policy modifications reduce the likelihood that land use conflicts could occur between isolated commercial developments in areas planned for rural uses in both short and long term conditions, and will minimize conflicts in the Urban Reserves when they are ultimately approved for urbanization.

The UGB represents a policy statement by the City and the County that significant expansions of urban development boundaries will require a more in-depth analysis during the less frequent, more comprehensive General Plan update process. The UGB would only reinforce existing City and County policies that encourage development of more dense or more intense land uses in those locations already designated for higher density residential or commercial development, particularly within the Intensification Corridors.

It has been argued that the UGB restricts the potential for development outside the USA, and that this restriction could ultimately result in even more dwelling units being proposed in the Intensification Corridors, or elsewhere. The UGB, however, neither limits nor changes the existing potential for residential development in or outside the USA under either jurisdiction's General Plan. It imposes a *process* requirement on changing the limit of urbanization, which could have an effect on the timing of growth, to the extent that the UGB must be changed by way of a comprehensive General Plan update instead of through the General Plan Annual Review process.

There is no inherent requirement that the City of San Jose absorb an infinite number of dwelling units, and most communities identify a probable holding capacity for long term

planning purposes, based largely on issues such as infrastructure capacity, environmental quality, etc. This analysis does not assume that the adoption of the UGB will cause the City or County to allow development of more (or fewer) dwelling units within their jurisdictions

The Intensification Corridor Special Strategy Areas are specifically intended by the City's General Plan to absorb some of the increased demands for housing and other urban services which are anticipated to occur through the year 2010 and probably beyond. The discussion below therefore focuses on the potential for land use impacts at these three types of locations: 1) in the Intensification Corridors; 2) in the Urban Reserves; and 3) along the proposed UGB.

Intensification Corridors

During the last San Jose General Plan update, it was estimated that as many as 6,600 dwelling units could be developed on vacant or underutilized land within the intensification corridors during the time frame of the General Plan. Additional high-density residential development within the intensification corridors would be generally compatible with proximate existing uses in terms of land use types, which presently consist primarily of commercial and residential development. However, the addition of about 6,600 units along the intensification corridors under the existing *San Jose 2020 General Plan* represents a significant increase in land use intensity compared with existing conditions. As identified in the *San Jose 2020 General Plan FEIR*, development intensity could result in impacts upon nearby lower density single family neighborhoods by creating visual impacts and increasing traffic, noise, and air pollution emissions along major transportation corridors. These impacts are also described within their respective sections of this EIR.

The Intensification Corridor Strategy was adopted during the *San Jose 2020 General Plan* process, and the development of vacant land and redevelopment of underutilized sites in these areas is anticipated to occur as a response to the ongoing demand for housing in Santa Clara County.

Adoption of the UGB will not cause or enable any additional development in the Intensification Corridors, nor will it permit such development to occur sooner than allowed under the existing General Plan. (See also discussion in Section IV. Secondary Impacts.)

- **Implementation of the City's General Plan, including increased development within the Intensification Corridors, could result in cumulatively significant land use compatibility impacts within the Corridors. These impacts would be the result of land use designations and policies already in place in the City's General Plan, and would be reduced or avoided by mitigation policies also in place. (ADOPTION OF THE UGB WILL NOT CAUSE NEW LAND USE IMPACTS RESULTING FROM DEVELOPMENT WITHIN THE INTENSIFICATION CORRIDORS, NOR WILL IT EXACERBATE THE SEVERITY OF SUCH IMPACTS OR REDUCE THE ABILITY OF THE CITY TO MITIGATE OR AVOID SUCH IMPACTS.)**

Urban Reserves

The City of San Jose's adopted General Plan identifies two Urban Reserves, one in the southern end of Almaden Valley and one in Coyote Valley. Both areas are generally

agricultural in nature. Almaden Valley is hillier, with ranching and rural residential uses. Coyote Valley is a flatter landscape, with row crops, ranches, and rural residential uses. San Jose's General Plan would only allow development in these two areas after certain triggers are met, including significant job growth elsewhere in the City and verification that City services will not suffer from their development. In addition, the General Plan provides that development in the Urban Reserves will only occur after preparation of a specific plan that defines the scope and scale of such development and minimizes the potential for adverse land use impacts resulting from the development.

The General Plan does not attempt to predict exactly when the urban reserves will develop; their purpose is to absorb some of the future demand for housing in a manner that will be most compatible with other General Plan goals and policies. Urban development within the South Almaden Valley Urban Reserve is anticipated to occur within the General Plan horizon (prior to 2020). The Coyote Valley Urban Reserve is not predicted to develop prior to 2020. At the point in time that the triggers are met, a specific plan will be prepared for each area, and CEQA review of these plans will be done in conformance with State law.

The UGB will not affect the development potential of the Urban Reserves. Adoption of the UGB will not cause or enable any development in the Urban Reserves, nor will it permit such development to occur sooner than allowed under the existing General Plan. (See also discussion in Section IV. Secondary Impacts.)

The project also includes proposed revisions to County General Plan policies that will restrict new Roadside Services designations and other land uses within the Urban Reserve boundaries. These policy modifications will reduce the potential for development to be approved on unannexed lands that would be incompatible with well-planned future development, particularly residential development, in the Urban Reserves.

- **Implementation of the existing City General Plan will eventually result in urbanization of the Urban Reserves. Policies in place, including the requirement that Specific Plans be prepared prior to development in either Urban Reserve, will reduce potential land use compatibility impacts to less than significant levels. (ADOPTION OF THE UGB WILL NOT CAUSE LAND USE IMPACTS ASSOCIATED WITH PLANNED DEVELOPMENT IN THE URBAN RESERVES, NOR WILL IT INCREASE THE INTENSITY OF SUCH IMPACTS OR REDUCE THE ABILITY OF THE CITY TO MITIGATE OR AVOID SUCH IMPACTS.)**

Urban Growth Boundary Interface

The UGB generally follows the City's USA and Urban Reserve boundaries. The proposed UGB separates lands designated for urban uses from lands designated for non-urban uses. In the eastern foothills, the UGB will separate properties designated for residential uses, generally *Medium Low Density* and *Low Density Residential*, from lands designated *Non-Urban Hillside*. In Evergreen, Edenvale, and Coyote Valley, the UGB would be located between lands designated for industrial uses, generally *Campus Industrial* and *Industrial Park*, and lands designated *Non-Urban Hillside*, *Private Recreation*, and *Public Park and Open Space*. In Alviso, the UGB differentiates between lands designated for a variety of urban uses such as residential, commercial and industrial, and lands designated *Private Open*

Space and Public Park and Open Space. All of these land use designation interfaces currently exist. The City and County General Plans address how development adjacent to non-urban lands are to manage that interface, including policies that are intended to minimize visual intrusion, spillover of light and glare, and impacts to wildlife.

- **Implementation of the existing City and County General Plans with or without the UGB will result in urban uses developing next to non-urban uses along the proposed UGB. Existing General Plan policies provide for mitigation to reduce such impacts to less than significant levels. (ADOPTION OF THE UGB WOULD NOT CREATE A POTENTIAL FOR INCOMPATIBLE INTERFACES BETWEEN URBAN AND NON-URBAN PROPERTIES. IT DOES NOT INCREASE THE POTENTIAL FOR LAND USE IMPACTS TO OCCUR ALONG THOSE INTERFACES, NOR DOES IT EXACERBATE THE POTENTIAL INTENSITY OF THOSE IMPACTS OR REDUCE THE ABILITY OF THE CITY AND COUNTY TO MITIGATE OR AVOID SUCH IMPACTS.)**

Open Space and Agricultural Land Impacts

Growth resulting from implementation of the existing City and County General Plans would result in impacts upon open space and agricultural land. This would occur from urban development occurring on land that is currently vacant or in agricultural use. Impacts to open space would occur mostly in the undeveloped portions of the City located near the boundaries of the existing urbanized area. Impacts to agricultural land would be most notable on the remaining large tracts of agricultural land, located mostly in the North San Jose and Coyote Valley areas, which are designated for industrial uses.

The open space and agricultural land impacts of implementing the City and County General Plans with the UGB are the same as those that would result from implementing the existing General Plans, and are summarized below.

Intensification Corridors

Residential development allowed by the City's General Plan along the Intensification Corridors will result in the development of vacant sites and/or the conversion of mostly commercial properties to high density residential development. Additional residential growth along these corridors would increase the intensity of development and eliminate limited open space in these areas, as compared with existing conditions. However, these impacts are not considered significant since the Intensification Corridors are located in highly urbanized, developed areas. Agricultural uses in these areas are already highly restricted due to the compatibility problems of activities common in agriculture (tractors, chemical spraying, dust, odors, etc.) with urban development. In addition, residential development along the intensification corridors would not significantly impact agricultural land since there are no significant agricultural properties within the intensification corridors.

Urban Reserves

Development of the South Almaden Valley Urban Reserve would result in a significant loss of open space by introducing 2,000 units onto approximately 1,050 acres of primarily

agricultural land, of which approximately 500 acres are prime agricultural land, according to the State Department of Conservation Farmland Mapping and Monitoring Program. This impact represents a significant, unavoidable loss of agricultural land and open space.

Development of the Coyote Valley Urban Reserve would result in a significant loss of open space by introducing between 20,000 and 25,000 dwelling units onto approximately 2,000 acres of primarily agricultural land. Virtually all of the Coyote Valley Urban Reserve is designated as either Prime Farmland or Farmland of Statewide Importance. Ultimate development of this area will also represent a significant, unavoidable loss of agricultural land and open space.

Adoption of the UGB would not allow any development in the Urban Reserves that is not already allowed by the existing General Plans. The Urban Reserves can only be developed with urban uses after preparation of a Specific Plan and inclusion in the City's USA. The UGB would require that proposals significantly modifying its boundaries would require a comprehensive General Plan update, which is a lengthier and more thorough process than just amending the General Plan. The proposed UGB does not, therefore, exacerbate potential threats to open space and agricultural lands and is unlikely to result in their being developed at an earlier date.

Urban Growth Boundary Interface

The proposed UGB is generally located along property lines of parcels that are either passive open space or are in some form of agricultural use. Those properties that are inside the UGB can presently be developed in conformance with their existing land use designation. Those that are outside the proposed UGB will continue to maintain their existing land use designations, most of which are for non-urban uses. The status of open space and agricultural lands along the proposed UGB will not be changed by the adoption of the UGB.

- **Implementation of the City's existing General Plan with or without the UGB will result in the cumulatively significant unavoidable loss of both open space and agricultural lands. Adoption of the UGB, which reinforces City and County policies limiting development on the edge of the urban envelope, will not cause development on agricultural lands, nor will it directly result in any loss of open space. (ADOPTION OF THE UGB WILL NOT CAUSE THE LOSS OF OPEN SPACE OR AGRICULTURAL LAND.)**

Population, Housing, and Employment

According to the Association of Bay Area Governments (ABAG) projections included in *Projections '98*, the total population in San Jose's Sphere of Influence in 2010 is estimated to be 1,055,200. This represents a 20 percent increase in population growth from the estimated 1995 population. Job growth during the same time period is projected to be 44 percent, with a total of 450,180 jobs in San Jose in 2010. The number of households in San Jose's Sphere of Influence is projected to increase almost 19% between 1995 and 2010, to 325,280, an increase of 51,360 households.

The last City of San Jose General Plan update estimated that the total population in San Jose would grow approximately 23 percent between 1990 and 2010. The last General Plan update

assumed a 2010 population of 961,776 within the City's corporate boundaries; which is different from the sphere of influence. Job growth within San Jose for this same period was projected at about 40 percent. Total projected jobs within San Jose for 2010 used for formulation of the last General Plan update was 443,825. These figures are generally consistent with the ABAG projections.

The adopted City General Plan would provide for a total of 332,200 dwelling units within San Jose's Sphere of Influence. Of that number, 50,900 additional dwelling units could be built within the existing Urban Service Area, without developing the Urban Reserves. Urban development of the South Almaden Valley Urban Reserve, which is anticipated in the General Plan, would create up to 2,000 dwelling units, for a total of 52,900 dwelling units in the City.

The jobs/housing ratio in San Jose indicates that San Jose is "jobs poor" and "housing rich." The current City General Plan anticipates that there would be some improvement over the present overall jobs/housing imbalance, but with a continued surplus of housing compared with jobs. ABAG projections, shown in Table 2, summarize what is anticipated to be a continued disproportionate ratio of persons per job within San Jose's Sphere of Influence.

Table 2 San Jose Jobs/Housing Balance				
Year	Number of Households	Total Jobs	Employed Residents	Ratio of Jobs/Employed Resident
1995	273,920	311,980	438,272	0.71
2010	325,280	450,180	520,448	0.86
Data from <i>Projections '98</i> , ABAG; December 1997				

Adoption of the proposed UGB would not change the number of dwelling units allowed by the City General Plan, nor would it change the number of jobs. Urban development within the Coyote Valley Urban Reserve is not presently planned to occur by 2020. Should housing pressures increase, and/or the demand for housing exceed the anticipated development rate, the following actions may be taken under existing General Plan policies to increase the number of housing units allowed to be developed and/or to speed up their development:

- (a) Approve development on land already designated for residential uses at the higher ends of the allowed density ranges;
- (b) Approve General Plan Amendments that allow higher density ranges on property already designated for residential uses;
- (c) Approve more development, and/or development at higher densities, in the Intensification Corridors;
- (d) Prepare a Specific Plan for development in the South Almaden Valley prior to, or concurrent with approval, during a General Plan Annual Review, of an USA revision to include the South Almaden Valley in the USA;
- (e) Approve a General Plan Amendment during any annual review which would allow for planning for urban densities on properties in the Coyote Valley

Urban Reserve that are currently outside the Urban Service Area limit line and a Specific Plan could then be prepared to allow development in the Coyote Valley Urban Reserve after or concurrent with inclusion of this Urban Reserve within the USA;

- (f) Approve a General Plan Amendment during any annual review which allows urban densities on properties that are currently outside the Urban Service Area limit line, in conjunction with a proposed amendment to expand the USA, if approved by LAFCO;
- (g) Approve a General Plan Amendment during any annual review which allows non-residential lands within the USA to be converted to residential uses.

The only change in the options available to the City if the UGB is approved would be that item (f) would be eliminated and replaced with the following:

- (f) A comprehensive General Plan update could be initiated which would (1) evaluate the need to change the Urban Growth Boundary and (2) consider redesignation of land outside the UGB for urban uses, including residential development, before considering an USA expansion and a General Plan Amendment to increase densities.

Given the options listed above, it is likely that the City will be able to adequately address changes in housing needs with or without the UGB. The UGB only restricts the timing for considering significant changes to allow more lands for urbanization.

San Jose and the County review their General Plans annually. As part of the Annual Review processes, the City and County assess development trends and projections. Development of an additional 52,900 dwelling units is already anticipated under the City's General Plan to occur between 1995 and 2010. If development occurs at a more accelerated pace than anticipated, the City can begin at any time the process of updating its General Plan to address the reduced availability of land for residential development. The need for a General Plan update is unlikely to create a significant impediment to the City's ability to provide adequate housing.

In this context, it would be the City that would evaluate the feasibility of planning for more housing within their sphere of influence; it is not the role of the County to provide urban housing.

- **Inclusion of the UGB within the City General Plan will not decrease either the existing housing supply or the amount of housing allowed by the City's General Plan within San Jose's Sphere of Influence. It will not change either the existing or planned jobs/housing ratios in San Jose, nor will it preclude future actions to increase the amount of housing allowed in the City of San Jose within or beyond the General Plan horizons. (ADOPTION OF THE UGB WOULD HAVE NO IMPACT ON THE JOBS/HOUSING BALANCE IN THE SAN JOSE SPHERE OF INFLUENCE, NOR WILL IT CHANGE THE AMOUNT OF HOUSING WHICH COULD BE DEVELOPED UNDER EITHER THE CITY OR COUNTY GENERAL PLAN.)**

The proposed UGB will not allow additional development, nor will it cause development to occur that would not otherwise be built. The UGB provides no incentives to development not already present in the City and County General Plans, and creates no penalties or limitations not already in existence.

- **Inclusion of the UGB in the City General Plan will not increase population or cause land uses to be developed that could not otherwise have occurred. (ADOPTION OF THE UGB WILL NOT CAUSE ANY CHANGE IN POPULATION OR EXISTING LAND USES.)**

3. Land Use Mitigation

Cumulatively significant land use impacts which are anticipated to occur as a result of implementation of the City's General Plan, with or without a UGB in place, will be reduced or avoided by the following General Plan policies:

CITY CONCEPT

Urban Conservation

- Policy 2.** The City should encourage new development which enhances the desirable qualities of the community and existing neighborhoods.

Community Identity

- Policy 1.** The City should encourage the development of a more compact, cohesive pattern of urbanization with definite identifiable boundaries that more readily create a sense of community identity.

Neighborhood Identity

- Policy 3.** Public and private development should be designed to improve the character of existing neighborhoods. Factors that cause instability or create urban barriers should be discouraged or removed.

Balanced Community

- Policy 2.** Varied residential densities, housing types, styles, and tenure opportunities should be equitably and appropriately distributed throughout the community and integrated with transportation systems. Higher densities are encouraged near light rail lines and other major transportation facilities to support the use of public transit.

COMMUNITY DEVELOPMENT

Residential Land Use

- Policy 2.** Residential neighborhoods should be protected from the encroachment of incompatible activities or land uses which may have a negative impact on the residential living environment.

- Policy 5.** Residential development should be allowed in areas with identified hazards to human habitation only if these hazards are adequately mitigated.
- Policy 9.** When changes in residential densities are proposed, the City should consider such factors as neighborhood character and identity, compatibility of land uses and impacts on livability, and impacts on services and facilities including schools to the extent permitted by law, accessibility to transit facilities, and impacts on traffic levels on both neighborhood streets and major thoroughfares.
- Policy 11.** Residential developments should be designed to include adequate open spaces in either private yards or common areas to partially provide for resident's open space and recreation needs.

AESTHETIC, CULTURAL AND RECREATIONAL RESOURCES

Parks and Recreation

- Policy 3.** Through the development review process, private open space and recreation facilities should be encouraged in high density residential projects, mixed use and major employment complexes in the vicinity of major transit corridors where the demand is greatest, in order to meet a portion of the open space and recreation needs of residents, employees and visitors that will be generated by that development.

The following project-level mitigation is identified for land use impacts associated with the use of hazardous materials:

- The potential impacts associated with the release of hazardous materials at facilities near proposed residential development would be mitigated by the implementation of Federal, State, and local regulations for the use, storage, and transportation of hazardous materials.

Implementation of the above mitigation would reduce the cumulative land use compatibility impacts which could result from implementation of the General Plans with a UGB in place, to a nonsignificant level. No mitigation is required to reduce impacts of adopting the UGB, because the UGB will not cause significant land use compatibility impacts.

While adoption of the UGB will not cause the loss of agricultural land or open space, full implementation of the City's General Plan with a UGB in place would result in a cumulatively significant unavoidable loss of agricultural land and open space as a result of the ultimate development of the Urban Reserves.

B. VISUAL AND AESTHETIC QUALITY

1. Existing Setting

The City of San Jose is located in the central and easterly portions of the Santa Clara Valley. The City is generally bounded by San Francisco Bay to the north, the Diablo Mountain Range to the east, and the Santa Cruz Mountains to the southwest. The majority of the City is located on the valley floor.

The visual character of the San Jose area is that of a nearly flat valley, surrounded by mountains to the east and southwest, and San Francisco Bay to the north. The Diablo Mountain Range extends east of San Jose and consists of several ridges with small valleys and canyons. The highest point within the City's Sphere of Influence is Copernicus Peak (4,372 feet above sea level) located near Mt. Hamilton. The lower foothills range between 1,000-2,000 feet in elevation. The lower portions of these foothills contain some urban development, but the higher portions remain natural or rural in character. The Santa Cruz Mountains are located southwest of San Jose and consist of a series of complex ridges rising up to 3,400 feet in elevation.

Notable topographical features within the City of San Jose include the Silver Creek Hills, located along the City's east boundary in the Diablo Range foothills; the Santa Teresa Ridge located in the south portion of the City; Communications Hill, which lies in the south central portion of the City; and Tulare Hill, which lies near the southern border of the City, just north of Coyote Valley.

Major waterways within the City include Coyote Creek, Guadalupe River, Los Gatos Creek, Silver Creek, and Penitencia Creek. Substantial creekside vegetation lines most of the major waterways. The San Francisco Bay borders the northernmost portions of the City. Baylands and salt water marshes surround the Bay.

The majority of San Jose consists of urban development. Approximately 87 percent of the land within the City's Urban Service Area is currently developed. The densest development occurs in the downtown area, which accommodates a number of high-rise and mid-rise buildings. The majority of San Jose's USA consists of typical suburban development, made up primarily of single family residences and residential-serving commercial uses. There are sizeable industrial parks in both the Rincon and Edenvale Planning Areas which contain modern, campus-style industrial development that includes low to mid-rise buildings surrounded by extensive parking lots and landscaping.

The northernmost sections of the City, nearest San Francisco Bay, include low lying marshes and wetlands adjacent to the older mixed-use neighborhood of Alviso.

Intensification Corridors

The intensification corridors are located within highly urbanized areas of the City. The intensification corridors are situated along the following streets: Stevens Creek Boulevard, Winchester Boulevard, Santa Clara Street/Alum Rock Avenue, Capital Expressway/Avenue, and Guadalupe Corridor (First Street/Airport Area).

The visual character of the intensification corridors consists mostly of commercial and light industrial development. The Stevens Creek Boulevard/West San Carlos Street, Winchester Boulevard, and E. Santa Clara Street/Alum Rock Avenue corridors are all characterized by a variety of commercial development. The Guadalupe (First Street/Airport Area) corridor consists of office, hotel, and industrial uses. The Capital corridor includes Reid-Hillview Airport, Lake Cunningham Park, and commercial and high density residential uses, as well as some single family subdivisions nearby.

Urban Reserve

The Urban Reserves are located outside of the City's USA and outside of the urbanized area. They currently consist of open space, rural residential, and agricultural uses and riparian corridors. Both Urban Reserves are bordered by grassy hillsides with scattered trees and shrubs, and both are bisected by major roadways.

2. Visual Impacts

Thresholds of Significance

For the purposes of this project, a visual or aesthetic impact is considered significant if the project will:

- substantially block existing views of scenic vistas or resources; or
- produce substantial light or glare, such that it poses a hazard or nuisance; or
- introduce new development which will substantially detract from the integrity, character and/or aesthetic environment of the area.

As discussed below, the potential visual impacts resulting from the adoption of the UGB would be the same as those anticipated to occur from the buildout of the existing San Jose and Santa Clara County General Plans.

Visual Impacts

The *San Jose 2020 General Plan* anticipates that planned growth will result in visual impacts resulting from the development of designated land uses and supporting public facilities. These impacts would result primarily from the construction of urban uses on currently undeveloped sites or from the development of higher density uses in lower density areas.

In addition to the impacts associated with development of designated land uses, roadway improvements, various land use changes, and increased residential development within the City would result in visual impacts.

Intensification Corridors

The development of additional residential uses within the intensification corridors allowed for by the *San Jose 2020 General Plan* could result in the conversion of existing commercial or vacant sites to high density residential development. The introduction of additional residential development along the intensification corridors would increase the density of development within these areas, creating a more urbanized visual setting. This urban intensification would

not constitute significant adverse visual impacts to the existing commercial, industrial, and office areas, which are less sensitive to visual changes in the area. However, this intensification could result in significant visual impacts in those areas of the Intensification Corridors that are adjacent to single family residential uses by introducing larger, more dense development and obstructing views.

Adoption of the UGB by the City and County would not result in more intense development in the Intensification Corridors than is already allowed by the City's General Plan, nor would it create greater visual impacts in developed urban areas such as the Intensification Corridors. There are policies in place in the City's General Plan to reduce adverse visual impacts of new development whose effectiveness will not be reduced by the proposed UGB.

Urban Reserves

The South Almaden Valley and Coyote Valley Urban Reserves are undeveloped areas outside of the City's Urban Service Area. The *San Jose 2020 General Plan* allows for the development of 2,000 residential units in South Almaden Valley under certain conditions. The introduction of moderate to dense residential development into this rural area would significantly alter the existing rural visual character of the area and extend visual urbanization beyond the City's current urban boundaries. Visual impacts resulting from development of the Coyote Valley Urban Reserve are not anticipated within the planning horizon of the City's General Plan, although ultimately visual impacts similar to those anticipated in the South Almaden Valley Urban Reserve can be expected.

Adoption of the UGB by the City would not allow any more development in the South Almaden Valley Urban Reserve than is already allowed by the City's General Plan. Neither would the UGB permit development in the Urban Reserves any earlier than is already stipulated by the General Plan. The UGB would also not inhibit or reduce the ability of the City to mitigate visual impacts through the required Specific Plans.

Santa Clara Valley Floor

The existing City and County General Plan policies limit development on the hillsides and baylands surrounding the Valley floor, which would have the effect of preserving the viewshed for most future inhabitants of the Santa Clara Valley. The proposed UGB will reinforce the City and County General Plan policies preserving the viewshed.

- **Implementation of the San Jose and Santa Clara County General Plans with or without the UGB would result in cumulatively significant visual impacts associated with the development of designated land uses and supporting public facilities, including development of the Urban Reserves. Existing General Plan policies would reduce such impacts, but could not fully reduce them to a less than significant level. However, the adoption of the UGB would not result in any additional adverse visual impacts beyond those anticipated from implementation of the adopted General Plans, and would reinforce existing City and County General Plan policies limiting development in the hillsides and baylands. (ADOPTION OF THE UGB WOULD NOT CAUSE ADVERSE VISUAL IMPACTS AND DOES NOT CONSTRAIN THE ABILITY OF THE CITY**

AND COUNTY TO REDUCE OR AVOID THE IMPACTS THAT WOULD RESULT FROM IMPLEMENTATION OF THE GENERAL PLANS.)

- **To the extent that the UGB reinforces City and County policies that preserve the existing visual character of the hillsides and baylands, the UGB would have positive visual impacts.**

Scenic Routes

Several scenic routes are identified in the San Jose area. The views from these scenic routes may be affected by development of the adopted land uses and associated public service facilities allowed for in the *San Jose 2020 General Plan*. Adoption of the UGB would not result in an increase in visual impacts to scenic routes expected from implementation of the existing San Jose and Santa Clara County General Plans.

The scenic routes that may be affected by the San Jose General Plan with or without an Urban Growth Boundary, are presented below:

State Scenic Routes:	Highway 101
County Scenic Freeways/Expressways:	Santa Teresa, south of Bernal Road
County Scenic Arterial Routes:	Almaden Road
	McKean Road
City Rural Scenic Corridors:	Bailey Avenue
City Landscaped Throughways:	Highway 85

Intensification Corridors

Additional residential development in the intensification corridors would not result in impacts to any identified scenic corridors.

Urban Reserve

Development of the South Almaden Valley Urban Reserve could result in significant visual impacts upon Almaden Road and McKean Road, two County-designated scenic routes. The visual impacts upon these scenic corridors would result from the introduction of urban development into a existing rural setting. Visual impacts to the scenic corridors in the Coyote Valley Urban Reserve are not anticipated to occur during the timeframe of the General Plan and, as with the South Almaden Valley Urban Reserve, will be mitigated by the policies of the Specific Plan to be prepared prior to urbanization.

- **Implementation of the adopted San Jose and Santa Clara County General Plans with or without the UGB would result in cumulatively significant visual impacts upon designated scenic corridors. However, the proposed UGB would not result in any additional impacts and could have a beneficial impact to most scenic routes within the City and County by reinforcing existing policies for protection of the hillsides, which provide the backdrop for the viewshed. (ADOPTION OF THE UGB WOULD NOT CAUSE VISUAL IMPACTS TO SCENIC CORRIDORS NOR WILL IT INCREASE THE SEVERITY OF SUCH IMPACTS OR LIMIT THE ABILITY OF THE CITY AND COUNTY TO**

MITIGATE IMPACTS CAUSED BY IMPLEMENTATION OF THE GENERAL PLANS.)

3. Mitigation Measures

Cumulatively significant visual and aesthetic impacts which are anticipated to occur as a result of implementation of the City's General Plan, with or without a UGB in place, would be partially mitigated or avoided by the following General Plan goals and policies:

COMMUNITY DEVELOPMENT

Urban Design

- Policy 1.** The City should continue to apply strong architectural and site design controls on all types of development for the protection and development of neighborhood character, and for the proper transition between areas with different types of land uses.
- Policy 2.** Private development should include adequate landscaped areas.
- Policy 6.** Proposed structures adjacent to existing residential areas should be architecturally designed and sited to protect the privacy of the existing residences.
- Policy 8.** Design solutions should be considered in the development review process which address security, aesthetics and public safety.
- Policy 17.** Development adjacent to creek areas should incorporate compatible design and landscaping including plant species which are native to the area or are compatible with native species.
- Policy 24.** New development projects should include the preservation of ordinance-sized and other significant trees. Any adverse affect on the health and longevity of such trees should be avoided through appropriate design measures and construction practices. When tree preservation is not feasible, the project should include appropriate tree replacement.

AESTHETIC, CULTURAL AND RECREATIONAL RESOURCES

Scenic Routes

- Policy 1.** Development within the designated Rural Scenic Corridors and along designated Landscaped Throughways should be designed with the intent of preserving and enhancing attractive natural and man-made vistas.
- Policy 2.** The natural character of Rural Scenic Corridors should be preserved by incorporating mature stands of trees, rock outcroppings, streams, lakes and reservoirs and other such natural features into project designs.

The following project-level mitigation is identified to reduce anticipated visual impacts associated with the cumulative impact of development allowed by the City's General Plan:

- Development proposals would be reviewed by the City for conformance with residential and commercial design guidelines.

No mitigation is required to reduce impacts of adopting the UGB, because the UGB will not cause significant visual impacts. Implementation of the above mitigation would reduce cumulatively significant visual impacts. While adoption of the UGB will not cause visual or aesthetic impacts, full implementation of the City's General Plan with a UGB in place would result in a cumulatively significant unavoidable visual impact, including visual changes to the Urban Reserves and impacts to scenic corridors.

C. GEOLOGY AND SOILS

The following discussion is based in part upon geotechnical data and maps from the *Technical Report, Geological Investigation, City of San Jose's Sphere of Influence* (Cooper-Clark Associates, 1974), *Evaluation of the Liquefaction Potential in San Jose, California* (Geomatrix, 1992), *Final Report Phase 1A Regional Geologic Study of the Special Geologic Hazard Study Area* (Norfleet Consultants, et.al., 1995), and a review of the City's Geologic Hazard Maps which are maintained by the City of San Jose Department of Public Works.

1. Existing Setting

Overview

The City of San Jose is located in the east portion of the Santa Clara Valley. The topography of the Santa Clara Valley rises from sea level at the south end of San Francisco Bay to elevations of 150 to 400 feet to the east and south. The average grade of the Valley floor ranges from nearly flat to about two percent.

The Diablo Mountain Range extends along the eastern boundary of the Santa Clara Valley. This range consists of several parallel ridges with slopes varying between 20-60 percent, and small intervening valleys. The highest point within the City's Sphere of Influence is Copernicus Peak (4,372 feet above sea level) located near Mt. Hamilton. The Santa Cruz Mountains extend along the southwest portion of the Valley. This mountain range consists of many complex ridges, with slopes ranging from 40-60 percent and greater. Other topographical features within the City of San Jose include the Silver Creek Hills, an extension of the Diablo Mountains, which span the eastern boundary of the City, and Santa Teresa Ridge, located in the south central portion of the City.

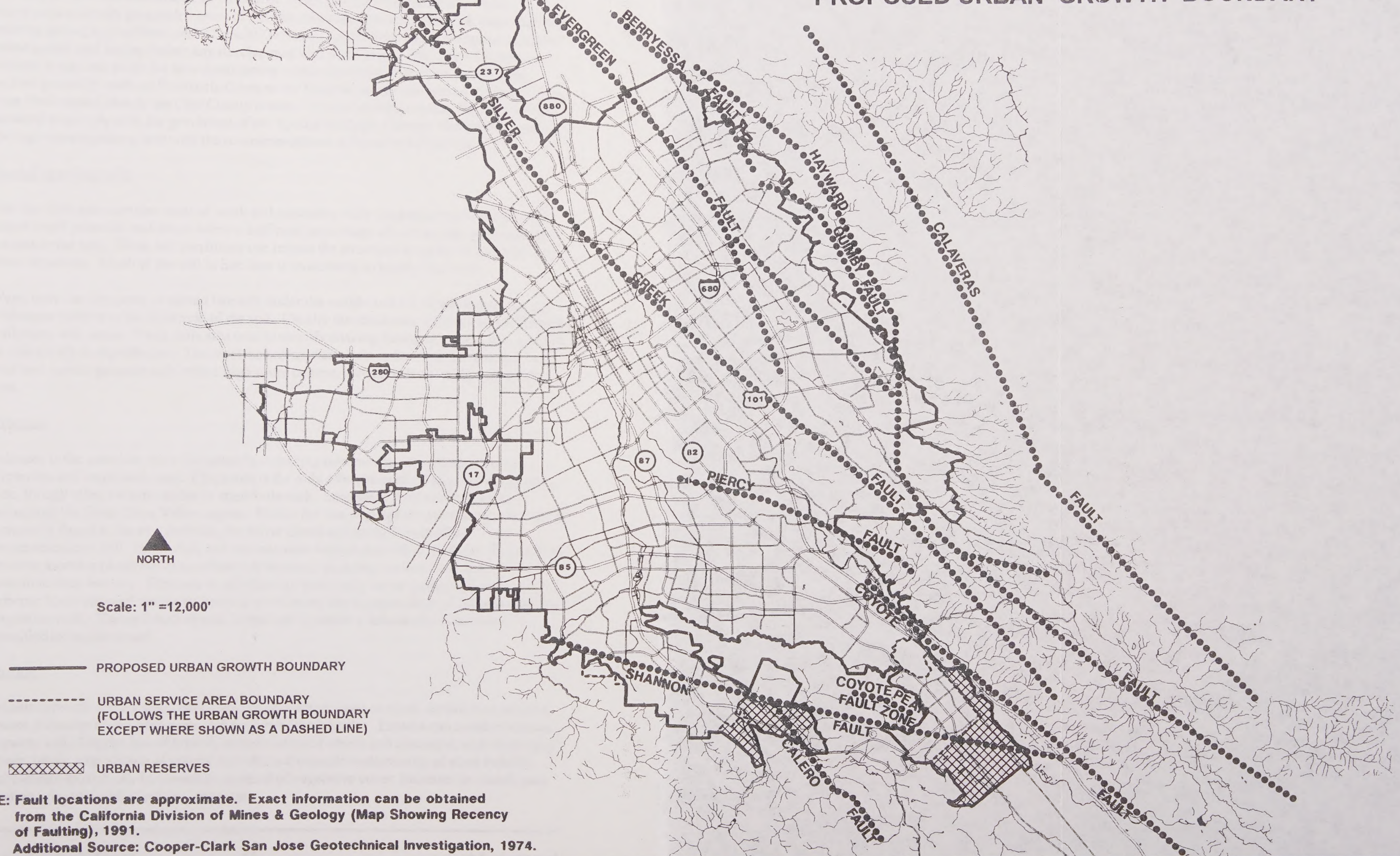
Santa Clara County is located within the Coast Range Geomorphic Province of California. This province typically consists of northwest trending ridges and valleys, underlain by strongly deformed sedimentary and metamorphic rocks. The Bay Area has undergone substantial sedimentation during recent times. The San Jose Alluvial Plain is located within the west-central portion of the Santa Clara Valley, which consists of a large structural basin containing alluvial deposits derived from the Diablo Range to the east and the Santa Cruz Mountains to the west. The valley sediments were deposited as a series of coalescing alluvial fans by streams that drain the adjacent mountains. These alluvial sediments make up the groundwater basins of the area. Soils in the Valley include clay in the low-lying areas, loam and gravelly loam in the upper portions of the Valley, and eroded rocky clay loam in the hills.

Geologic and Soil Conditions

Landslides

The stability of a slope is affected by the following factors: the degree of slope, soil type and water content, orientation of soil layers, and vegetative cover. In general, the steeper the slope the greater its susceptibility to landslide. Slope underlain by unconsolidated deposits or soils with a high clay content also have a greater tendency to slide. Landslides can be triggered by earthquakes in areas that are otherwise stable. Activities that can increase landslide potential include poorly designed cuts/fills, inappropriate blockage or diversion of drainage patterns, and removal of protective vegetation. The Cooper-Clark maps show areas of known landslide

City of San Jose PROPOSED URBAN GROWTH BOUNDARY



FAULT MAP

FIGURE 4

activity in San Jose. Most landslide activity has occurred in the Diablo Range on the east side of the City.

The City of San Jose established by Ordinance both a Geologic Hazard Area, which encompasses certain geographic areas of the City susceptible to particular risk associated with existing geologic conditions, and a Special Geologic Hazard Area that will require extensive investigation and testing before any development can occur there. The City's Ordinance requires a regional study for new development within approximately three square miles located generally north of Penitencia Creek to the Milpitas border and east of Piedmont Road from Penitencia Creek to the City/County border. All new development in this area will be required to comply with the provisions of the Special Geologic Hazards Ordinance regarding geologic investigations, and with the recommendations of those investigations.

Weak/Expansive Soils

The San Jose area contains areas of weak and expansive soils. Expansive soils have a high shrink-swell potential and occur where a sufficient percentage of certain clay materials are present in the soil. These soil conditions can impact the structural integrity of buildings and other structures. Much of the soil in San Jose is moderately to highly expansive.

Weak soils can compress or spread laterally under the weight and fill of buildings, causing settlement relative to the thickness of the soil. Usually this thickness will vary and differential settlement will occur. Weak soils also tend to amplify shaking during an earthquake, and can be susceptible to liquefaction. The most hazardous weak soils in San Jose are younger bay mud and certain granular soils with a high water content. Weak soils occur throughout San Jose.

Asbestos

Asbestos is the common name for naturally occurring mineral deposits which occur in serpentine and amphibole rock. Chrysotile is the only asbestos mineral found in serpentine rock, though other varieties occur in amphibole rock. Serpentine rock occurs widely throughout the Santa Clara Valley region. Within the San Jose Sphere of Influence, it is most commonly found in the east foothills, the Silver Creek and Santa Teresa hills, Communications Hill, Tulare Hill, and the area near Almaden Quicksilver Park. Exposure to airborne asbestos (dust) can cause disease in humans, including various lung and gastrointestinal cancers. Exposure to asbestos can potentially occur through inhalation of airborne fibers released during excavation, movement, and transportation of asbestos-bearing serpentine rock. The undisturbed rock formations containing asbestos have not been identified as health threats.

Erosion

Erosion typically occurs when bare soils are exposed to water or wind. In San Jose, erosion occurs primarily from water-generated erosion of the hillsides. Erosion can result in various impacts, including the loss of topsoil, sedimentation of creeks and drainages, undercutting of stream banks, degradation of natural habitats, and possible undermining of slope stability. Accelerated erosion can be caused by removal of vegetative cover, increases in runoff, poor grading practices, and excessive irrigation.

Seismicity

San Jose is located in a region of high seismic activity and geotechnical instability. The major earthquake faults in the region are as follows: 1) the San Andreas, located near the Santa Cruz Mountains south west of San Jose, 2) the Hayward, located east of San Jose along the Diablo Range, and 3) the Calaveras, also located east of San Jose near the Diablo Range (refer to Figure 4). Other potentially active faults located within the San Jose area include the Berryessa, Calero, Coyote, Coyote Peak, Shannon, Evergreen, Piercy, and Silver Creek faults.

The Uniform Building Code designates San Jose and the entire South Bay in Seismic Activity Zone 4, the most seismically active area in the United States. In addition, the Alquist-Priolo Earthquake Fault Zoning Act establishes seismic hazard zones designated by the State of California which require specialized geologic investigations. The City of San Jose has also established Geologic Hazard Zones which identify potential geologic hazard areas within the City's Sphere of Influence. Areas within the Earthquake Fault Zones or Geologic Hazards Zones may require special study prior to development.

Groundshaking

Groundshaking is the most widespread hazardous phenomenon associated with seismic activity in San Jose. Earthquake damage resulting from groundshaking is determined by several factors: the magnitude of an earthquake, depth of focus, distance from the fault, intensity and duration of shaking, local groundwater and soil conditions, structural design and the quality of workmanship and materials used in building construction.

Fault Rupture

Fault rupture occurs when fault displacement extends upward to the ground surface. Fault rupture may occur abruptly during an earthquake or slowly due to fault creep. Displacements and offsets from surface rupture along fault traces have the potential to damage structures and result in loss of life. The Cooper-Clark (1974) fault traces maps and City of San Jose Fault Hazard Maps (1983) show fault zones subject to ground rupture during seismic activity. The City of San Jose Fault Hazard Maps (1983) show the locations of three types of fault hazard zones: State of California Earthquake Fault Zones, City of San Jose Special Study Zones, and Potential Hazard Zones.

Ground Failure

Seismic activity can also result in hazards resulting from ground failure. Ground failure refers to seismically induced ground movements which are significant enough to cause severe distress or infrastructure failure. Ground failure includes surface rupture along fault traces, vertical and lateral failures due to soil liquefaction, seismically induced landslides, earth lurches, lateral spreading, differential settlement, and levee or dam failure. Surface rupture along fault traces is discussed under **Fault Rupture** above.

Liquefaction is the transformation of loose water-saturated soils from a solid to a liquid state during ground shaking. Factors that influence liquefaction potential include geologic age of a soil deposit, soil type, soil cohesion, and groundwater level. A study of liquefaction potential in San Jose identified areas in the northern part of the City near Coyote Creek and the

baylands as having a high liquefaction susceptibility. There are, however, significant deposits of cohesive soils in this area that would be less susceptible to liquefaction. In other areas of the Santa Clara Valley, liquefaction susceptibilities are generally low to moderate. The Coyote Valley is classified as variable or unknown due to a lack of groundwater information. Along active stream channels, liquefaction susceptibility is typically high. Bedrock areas are not typically susceptible to liquefaction.

Lurching, also referred to as ground fissuring or ground cracking, results in fracturing and displacement of the ground surface from ground shaking. Muddy or sandy water tends to erupt from surface cracks as fountains or sheets.

Lateral spreading, a consequence of liquefaction, results in horizontal displacement of flat-lying alluvial material toward an open area, such as a steep bank of a stream channel. Lateral spreading can occur in soft saturated clays, such as the soft bay muds in North San Jose.

Differential settlement results in an uneven settling of the ground surface caused when loose, granular soils compact during ground shaking. Damage is minimal if settlement is uniform beneath a structure.

2. Geology and Soils Impacts

For the purposes of this project, a geological impact is considered significant if the project will:

- result in development or infrastructure being constructed on a site with geologic features which would pose a substantial hazard to property and/or human life (*i.e.*, an active fault or active landslide); or
- expose people or property to major geologic hazards that cannot be mitigated through the use of standard engineering design and seismic safety design techniques.

Growth associated with implementation of the San Jose and Santa Clara County General Plans with or without an Urban Growth Boundary may result in impacts caused by geologic and soils hazards. These impacts would primarily result from soil and erosion conditions and seismic hazards.

Soils and Erosion

Weak and expansive soils occur throughout the Santa Clara Valley. Expansive and weak soils could potentially damage construction allowed by the City and County existing General Plans. Soil investigations would be required for development sites to determine if expansive soils are located in areas of proposed structures at the time that specific projects are proposed. The site-specific investigations would form the basis for appropriate foundation design.

Asbestos containing serpentine rock is found primarily in hillside areas. Serpentine has been quarried for use as road fill and to construct levees within San Jose. Additional studies would be required on future development sites containing serpentine rock or fill to assess the potential for asbestos hazards and to determinate appropriate methods for reducing and/or avoiding them.

Erosion potential and landslide susceptibility are greatest in hillside areas. Moderate to high erosion potential and potentially significant landslide susceptibility does occur within the City and County jurisdictions and could impact future development allowed for by the existing General Plans. Additional studies would be required on future development sites with high erosion potential and/or landslide susceptibility. For sites within the boundary of the Special Geologic Hazard Zone, extensive investigations will be prepared before any further development occurs. To the extent that the proposed UGB reinforces existing policies limiting the amount of development that could occur in the steeper hillside areas, the project contributes to mitigations and avoidance of impacts already provided for in the existing General Plans.

Intensification Corridors

The City's existing General Plan would allow for additional residential development within the intensification corridors. Soils impacts in these areas would be minimal since most of the sites are already developed. Weak and expansive soils may occur on some of the intensification corridor sites, resulting in potential impacts to future residential development. These impacts can be mitigated or avoided by adherence to standard engineering techniques. No significant erosion or landsliding impacts would occur within the intensification corridors, which are located on the flatlands of the Valley floor.

No natural serpentine formations have been identified in the intensification corridors.

Urban Reserves

The General Plan allows for future urbanization of the South Almaden Valley Urban Reserve and Coyote Valley Urban Reserve, although urbanization in the Coyote Valley Urban Reserve is not anticipated to occur within the General Plan horizon. Weak and expansive soils may occur within both Urban Reserves. The presence of expansive or weak soils could potentially damage future residential development. Serpentine formations have been mapped in or near both Urban Reserves. Disturbance of any serpentine rock by future residential development would present potential health hazards associated with airborne asbestos.

Erosion potential would be moderate in the South Almaden Valley Urban Reserve, and minimal in Coyote Valley. Grading and development for future urbanization could potentially increase erosion and result in sedimentation of the existing creeks and drainages in both Urban Reserve areas.

- **Implementation of the existing General Plans with or without the UGB would expose future development to hazards associated with weak/expansive soils, erosion, and potential health hazards associated with grading in serpentine soils. These cumulative impacts would be the result of land use designations and policies already in place in the City and County General Plans, and would be reduced or avoided by mitigation policies also in place. Adoption of the UGB will not cause development to occur in areas with soils and erosion hazards and, to the extent that the UGB reinforces existing limitations on development in the foothills and along the ridgelines southeast of the USA, the UGB contributes to the avoidance of impacts associated with grading in serpentine soils.**
(ADOPTION OF THE UGB WILL NOT CAUSE SIGNIFICANT IMPACTS)

ASSOCIATED WITH DEVELOPMENT IN AREAS WITH WEAK/EXPANSIVE SOILS, EROSION OR HEALTH HAZARDS ASSOCIATED WITH SERPENTINE SOILS, NOR WILL IT EXACERBATE THE SEVERITY OF SUCH IMPACTS OR REDUCE THE ABILITY OF THE CITY AND COUNTY TO MITIGATE OR AVOID SUCH IMPACTS.)

Seismic Hazards

Development of the land uses allowed for in the City's and County's existing General Plans would result in urban development being subject to strong ground shaking in the event of an earthquake. Ground shaking could result in differential settlement in some areas, causing damage to foundations and roadways. Additional potential seismic hazards include fault rupture, lurching, liquefaction, and lateral spreading.

Ground failure resulting from earthquakes generally is greater in fine-grained, water-saturated alluvial soils. The potential for liquefaction and vertical ground failure are high for much of the Santa Clara Valley. The potential for ground failure from lateral spreading in the valley ranges from moderately low to high.

The level of seismic hazard risk which the City considers acceptable varies for different land uses and structure or building types. "Critical structures", such as utility substations, regional water supply facilities, treatment plants, gas transmission mains, hospitals, fire and police stations, and post-earthquake aid stations are to be sited in areas with low or extremely low exposure to seismic hazards to minimize potential impacts .

Portions of the City and County are crossed by fault traces and fall within the State of California Earthquake Fault Zones and/or City of San Jose Geologic Hazard Zones. Additional studies would be required on future development sites within these hazardous areas to determine the specific potential for hazards, and to ensure that the design of proposed projects reduces potential impacts to an acceptable level. Many of these fault traces are located in the hillside areas of San Jose and the County beyond the UGB, where development is already limited by General Plan policies and the existing USA. Because the UGB reinforces the existing restrictions on significant urban development occurring in these seismic zones, it would have the beneficial impact of further reducing the potential for significant hazards to development that might occur from development on or immediately adjacent to earthquake faults. The existing policies, and the proposed UGB, also minimize the need for essential utility lines to cross known faults, where they are more susceptible to interruption and can require greater maintenance.

Intensification Corridors

The City's existing General Plan allows for additional residential development in the intensification corridors. None of the intensification corridors contain known faults or are within City of San Jose Geologic Hazard Zones. Liquefaction susceptibility for the portions of the Capitol intensification corridor near Lake Cunningham, and the W. Santa Clara/Alum Rock corridor near Highway 101 are shown as high, partially as a result of high groundwater levels. Liquefaction susceptibility for the remainder of the Capitol and West Santa Clara/Alum Rock corridors is moderate. In the other intensification corridors, liquefaction susceptibility is low.

Adoption of the UGB by the City and County will not enable new development, nor does it allow more intense development than is already allowed by the existing City of San Jose General Plan and would not, therefore, cause or increase geological impacts to development in urban areas such as the Intensification Corridors.

Urban Reserve

The City's General Plan would allow for ultimate urbanization of the South Almaden Valley Urban Reserve and Coyote Valley Urban Reserve, although development in the Coyote Valley Urban Reserve is not anticipated during the General Plan's planning horizon. The South Almaden Urban Reserve includes concealed portions of the potentially active Shannon fault zone, and areas identified as being within a City of San Jose Potential Hazard Zone. Liquefaction susceptibility is low to moderate.

The Coyote Valley Urban Reserve also contains portions of the Shannon Fault. Most of the Coyote Valley Urban Reserve is underlain by bedrock at depths of less than 20 feet. It is considered to have a high potential for seismically induced liquefaction, and a potential for consequent ground failure. Weak soil layers and lenses occur at random locations and depths, and the soils are highly to moderately expansive.

Adoption of the UGB by the City and the County would not change existing or planned development in the Urban Reserves, nor would it allow more development than is already allowed by the City's General Plan. Neither would the UGB allow development in the Urban Reserves any earlier or at a greater density than stipulated by the City's existing General Plan. Additional geologic studies would be required at the time that specific developments are proposed, and mitigation for potential soils and seismic hazards would be incorporated into project design, in conformance with General Plan policies.

- **Implementation of the existing San Jose and Santa Clara County General Plans with or without the UGB would cumulatively result in development in areas with significant soils and seismic hazards. These impacts would be the result of land use designations and policies already in place in the City and County General Plans, and would be reduced or avoided by mitigation policies also in place. Adoption of the UGB would reinforce City and County policies limiting the extent of urban development in geologically unsafe hillside and bayland areas. (ADOPTION OF THE UGB WOULD NOT EXPOSE DEVELOPMENT OR PEOPLE TO SEISMIC IMPACTS AND WOULD NOT REDUCE THE ABILITY OF THE CITY AND COUNTY TO MITIGATE OR AVOID SUCH IMPACTS.)**

3. Geologic and Soils Mitigation

Cumulatively significant geologic and soils impacts which are anticipated to occur as a result of implementation of the City's General Plan, with or without a UGB in place, would be mitigated or avoided by the following General Plan goals and policies:

COMMUNITY DEVELOPMENT Residential Land Use

- Policy 5.** Residential development should be allowed in areas with identified hazards to human habitation only if these hazards are adequately mitigated.

Hillside Development

- Policy 1.** Regardless of the maximum potential residential densities designated by the Land Use/Transportation Diagram for lands above the 15% slope line, the City should only allow the development of these lands at densities consistent with the City's objectives of minimizing exposure to environmental hazards, maximizing resource conservation, and achieving compatibility with existing land use patterns.
- Policy 2.** Clustering of residential development in hillside areas should be encouraged to minimize the exposure of development to environmental hazards and maximize the preservation of natural resources in the hillsides.
- Policy 3.** Hillside residential development at urban densities (one dwelling unit per acre or greater) should be located only where adequate services and facilities can be feasibly provided and damage to such services and facilities, due to landslides, fire or other environmental hazards, can be reasonably avoided.
- Policy 14.** The City should require soils and geologic review of hillside development proposals to assess such potential hazards as seismic hazards, surface ruptures, liquefaction, landsliding, mudsliding, erosion and sedimentation in order to determine if these hazards are present and can be adequately mitigated. Geotechnical studies for hillside development proposals should determine the actual extent of seismic and other hazards, optimum location for structures, the advisability of special structural requirements, and the feasibility and desirability of a proposed facility in a specified location. Hillside development should incorporate the identified mitigation measures necessary to protect public safety and the natural environment.
- Policy 16.** To avoid any extraordinary maintenance and operating expenses, the City should not locate public improvements, communication facilities, and utilities in hillside areas with identified soils and/or geologic hazards. When the location of public improvements, communication facilities, and utilities in such areas cannot be avoided, effective mitigation measures should be implemented to maximize their potential to remain functional during and after a seismic event.
- Policy 17.** In hillside areas susceptible to erosion, appropriate control measures should be required in conjunction with proposed development.

HAZARDS

- Policy 1.** Development should only be permitted in those areas where potential danger to the health, safety, and welfare of the residents of the community can be mitigated to an acceptable level.

- Policy 4.** The City should continue updating, as necessary, the San Jose Building Code to address earthquake, fire and other hazards.

Soil and Geologic Conditions

- Policy 1.** The City should require soils and geologic review of development proposals to assess such hazards as potential seismic hazards, surface ruptures, liquefaction, landsliding, mudsliding, erosion and sedimentation in order to determine if these hazards can be adequately mitigated.
- Policy 2.** The City should not locate public improvements and utilities in areas with identified soils and/or geologic hazards to avoid any extraordinary maintenance and operating expenses. When the location of public improvements and utilities in such areas cannot be avoided, effective mitigation measures should be implemented.
- Policy 3.** In areas susceptible to erosion, appropriate control measures should be required in conjunction with proposed development.
- Policy 4.** In order to prevent undue erosion of creek banks, the City should seek to retain creek channels in their natural state, where appropriate.
- Policy 5.** The Development Review process should consider the potential for any extraordinary expenditures of public resources to provide emergency services in the event of a manmade or natural disaster.
- Policy 6.** Development in areas subject to soils and geologic hazards should incorporate adequate mitigation measures.
- Policy 7.** The City should cooperate with the Santa Clara Valley Water District's efforts to prevent the reoccurrence of land subsidence.
- Policy 8.** Development proposed within areas of potential geological hazards should not be endangered by, nor contribute to, the hazardous conditions on the site or on adjoining properties.

Earthquakes

- Policy 1.** The City should require that all new buildings be designed and constructed to resist stresses produced by earthquakes.
- Policy 2.** The City should foster the rehabilitation or elimination of structures susceptible to collapse or failure in an earthquake.
- Policy 3.** The City should only approve new development in areas of identified seismic hazard if such hazard can be appropriately mitigated.

- Policy 4.** The location of public utilities and facilities, in areas where seismic activity could produce liquefaction should only be allowed if adequate mitigation measures can be incorporated into the project.
- Policy 5.** The City should continue to require geotechnical studies for development proposals; such studies should determine the actual extent of seismic hazards, optimum location for structures, the advisability of special structural requirements, and the feasibility and desirability of a proposed facility in a specified location.
- Policy 6.** Vital public utilities as well as communication and transportation facilities should be located and constructed in a way which maximizes their potential to remain functional during and after an earthquake.
- Policy 7.** Land uses in close proximity to water retention levees or dams should be restricted unless such facilities have been determined to incorporate adequate seismic stability.
- Policy 8.** Responsible local, regional, State, and Federal agencies should be strongly encouraged to monitor and improve the seismic resistance of dams in the San Jose area.

Implementation of the following project-level mitigation measures would be required at the time that specific projects are proposed to further reduce potential geologic and seismic hazards to a nonsignificant level:

- At the time of specific development applications, detailed geotechnical investigations would be performed to develop foundation and design requirements.
- All future residential development must conform to the requirements of the Uniform Building Code.
- A Certificate of Geologic Hazard Clearance would be required for proposed development located within the City's Geologic Hazard Zone, pursuant to the City's Geologic Hazard Ordinance.
- All future residential development within the Special Geologic Hazard Study Zone will be required to conduct local and regional studies in the areas generally north of Penitencia Creek to the Milpitas border and east of Piedmont Road from Penitencia Creek to the City/County border. All new development within this area would be required to comply with the provisions of the special studies.
- No residential buildings would be allowed astride a known earthquake fault.

No mitigation is required to reduce impacts of adopting the UGB, because the UGB will not cause significant geologic and soils impacts. Implementation of the above mitigation would reduce cumulatively significant geologic hazards impacts to a nonsignificant level.

D. FLOODING, DRAINAGE, AND WATER QUALITY

1. Existing Setting

Overview

Two major watersheds convey runoff within the City of San Jose: Coyote Creek and the Guadalupe River watersheds. Coyote Creek originates in the Diablo Range east and south of San Jose and flows northerly along the eastern side of the Santa Clara Valley, eventually emptying into Guadalupe Slough and San Francisco Bay. Tributaries to Coyote Creek include Fisher Creek, Silver Creek, Penitencia Creek and Berryessa Creek. Within the City's USA, Coyote Creek and its tributaries include approximately 81 linear miles of streambed. The Guadalupe River originates in the Santa Cruz Mountains west and south of San Jose and flows northerly to San Francisco Bay, receiving drainage waters from the western portion of San Jose. Tributaries to the Guadalupe River include Guadalupe Creek, Los Gatos Creek, Ross Creek, and Canoas Creek. The Guadalupe River watershed includes a total of 63 linear miles of streambed within the City's USA.

Annual rainfall in San Jose averages about 14 inches, although precipitation in some years has been recorded in excess of 30 inches. Ninety-eight percent of annual precipitation is received during the period of October through May.

Flood Hazards

The Santa Clara Valley Water District (SCVWD) is responsible for flood control in Santa Clara County on streams and waterways that drain more than 320 acres. The City of San Jose requires that new development dedicate the right-of-way of creek areas to the SCVWD for flood control purposes. The SCVWD coordinates flood hazard mitigation efforts for the major creeks and waterways in the City and reviews development proposals which could impact flood control efforts along these channels. Development projects adjacent to rivers, creeks or streams are required to grant easements or dedicate portions of parcels for flood protection purposes. In addition, the City may require "flood proofing" techniques, such as raising the floor elevation of new buildings in flood hazard areas above the flood level.

The Flood Insurance Rate Maps prepared by the Federal Emergency Management Agency (FEMA) for the San Jose area indicate that during a 100-Year Flood event, sections of San Jose would be subject to flooding from creek overbanking or inundation from the Bay. The 100-Year Flood is the magnitude of a flood expected to occur on the average of once every 100 years, based on historical data. The 100-Year Flood has a one percent chance of occurring in any given year.

Waterways prone to flooding include portions of Berryessa Creek, Sierra Creek, Canoas Creek, Ross Creek, Coyote Creek, Upper Penitencia Creek, Lower Silver Creek, Fisher Creek, and the Guadalupe River. The Alviso and North San Jose areas have also been subject to inundation during periods of heavy runoff. a major flood control project along Coyote Creek from Montague Expressway to the San Francisco Bay was completed in 1997. Flooding from that reach of Coyote Creek may still occur in events greater than the 100-year design flood. Local areas in central San Jose near the Guadalupe River, Upper Penitencia Creek and Lower Silver Creek are subject to shallow inundation (0-2 feet) during a 100-Year Flood event.

The U.S. Army Corps of Engineers, in conjunction with the SCVWD, is currently constructing a flood control project for the Guadalupe River between I-880 and I-280, which would keep flows within the existing channel and an adjacent overflow channel, eliminating the 100-Year Flood hazards currently present along that segment of the river. The potential for local flooding adjacent to Upper Penitencia and Lower Silver Creeks occurs over a much smaller area than for the Guadalupe River.

Portions of the Coyote Valley in the vicinity of Bailey Avenue and Santa Teresa Boulevard are subject to seasonal flooding from a combination of Fisher Creek overflow and high groundwater levels. Flooding in this area may occur on a yearly basis and is not limited to 100-Year Flood conditions.

Most of the remaining areas of San Jose are located outside of 100-Year Flood zones, although some areas are subject to localized flooding.

Several flood control projects are planned or are currently under construction in the San Jose area. The Lower Silver Creek flood control project, between Coyote Creek and McKee Road, is designated for construction in 1998. The Guadalupe River channel improvements, between I-880 and I-280, are scheduled for completion after 2000. Flood control improvements on Berryessa Creek, between Calaveras Boulevard and Old Piedmont Road, will be completed by the summer of 1998. Flood control improvements along Guadalupe River between I-280 and Blossom Hill Road and along Ross Creek are currently being planned. The SCVWD recently circulated an EIR for improvements to the Guadalupe River upstream of I-280, but the improvements addressed in that EIR are not presently funded, and their implementation is not scheduled. In addition, flood control improvements are currently being planned for Upper Penitencia Creek and Coyote Creek (between Montague Expressway and I-280).

Storm Drainage System

The Santa Clara Valley's creeks and waterways convey storm runoff from the Diablo Range and Santa Cruz Mountains to San Francisco Bay. Storm runoff within the urbanized areas of the City is discharged into local storm drains, which, in turn, flow into creeks. Local creeks convey runoff to the north for discharge into the Bay. The SCVWD has jurisdiction over most of the creek channels that collect runoff from the storm drains serving urban areas.

In general, the existing storm drainage system adequately conveys storm runoff through the City. Minor local flooding can occur when catch basins or storm lines become clogged with debris, when high water levels in the creeks prevent discharge, or when the storm drain system does not have the capacity to accommodate the runoff. Storm drain lines are inspected and maintained by the Department of Streets and Traffic, and are installed, rehabilitated, or replaced by the Department of Public Works.

Storm runoff is greater and more intense where there are impervious surfaces such as buildings and pavement, as compared to vegetated surfaces which allow for absorption into the soil. Recent and planned improvements to portions of Coyote Creek, the Guadalupe River, Alamos Creek, Berryessa Creek, Lower Silver Creek, Upper Penitencia Creek, and other channels are based on stormwater flows from projected development, based on General Plan land use designations in existence at the time the capital improvement project is designed.

Stormwater Quality

Surface water pollution can originate from individual facilities discharging directly into waterways (point sources) or from nonpoint sources, including storm runoff collected in City storm drains. Major water pollutants include oxygen-demanding wastes, such as domestic sewage and leaf litter, disease-causing organisms, inorganic chemicals including metals, organic chemicals such as oil and detergents, plant nutrients, and sediments.

Point source discharges which originate from facilities discharging directly into a waterway (*i.e.* wastewater plant, industrial facility) are regulated by the California State Water Resources Control Board and administered locally by the Regional Water Quality Control Board (RWQCB). The RWQCB designates water quality objectives to ensure protection of surface and ground waters. All point source dischargers must obtain a permit from the RWQCB prescribing water quality standards for all effluent. Coverage under a National Pollutant Discharge Elimination System (NPDES) permit is also required for stormwater discharges associated with certain industrial activities (including manufacturing, transportation and chemical storage), construction projects disturbing five or more acres of land, and municipally-owned stormwater conveyance systems.

Water quality of streams, creeks, ponds, and other surface water bodies can be greatly affected by pollution carried in contaminated surface runoff. Unlike pollutants that come from a point source (*i.e.*, sewer pipe, industrial outfall), nonpoint pollutants are washed from streets, construction sites, parking lots and other exposed surfaces into storm drains. Untreated storm runoff from City storm drains flows into local creeks and ultimately, San Francisco Bay.

Pollutants in runoff can impact habitats along local creeks and within the Bay. Pollutants which are deposited into the South Bay can accumulate because of the limited circulation in this section of the Bay.

The City of San Jose is a participant in the Santa Clara Valley Nonpoint Source Pollution Control Program and a co-permittee to the Program's NPDES permit for municipal stormwater discharges, issued by the RWQCB. This permit includes requirements for water quality monitoring, identification and elimination of illicit connections and illegal dumping to the storm drainage system, increased municipal storm drainage system and street cleaning and public education programs. In addition, this permit requires more stringent standards for land use decisions and site design criteria. As part of the municipal stormwater NPDES permit, a regional public relations campaign was developed to educate the public about the need to properly dispose of waste oil. The City has implemented a comprehensive recycling program which includes the curbside collection of used motor oil. This program allows residents the opportunity to recycle motor oil.

The NPDES permit for regulating industrial stormwater discharges is site specific and applies to many manufacturing, transportation, and chemical storage facilities. An NPDES permit also is required for stormwater discharges associated with construction sites disturbing more than five acres. Proposed construction projects need to follow best management practices to limit erosion and sedimentation and the introduction of other pollutants, such as solvents, fertilizers, concrete and vehicle fluids into waterways. Post-construction best management practices can include the use of filters in on-site stormwater catch basins, flow attenuation by use of open vegetated swales and natural depressions, stormwater retention or detention

structures, oil/water separators, porous pavement, or a combination of these practices. During construction on a project site, a stormwater pollution plan listing the best management practices to be used and monitoring of discharges to stormwater systems is required. Construction-phase best management practices include stabilizing cleared areas during the wet season; use of silt fences and erosion control measures; clean-up of spills and drains; and covering drains, inlets, and catch basins.

2. Impacts

Thresholds of Significance

For the purposes of this project, a drainage, flooding, or water quality impact is considered significant if the project will:

- increase the potential for flood related property loss or hazard to human life; or
- significantly increase peak stormwater runoff; or
- significantly increase stormwater pollution discharges to stormwater systems; or
- substantially degrade water quality; or
- cause substantial flooding.

Flood Hazards and Storm Drainage System

Growth associated with the adopted San Jose and Santa Clara County General Plans would result in potential impacts upon flooding and drainage resulting from the development of designated land uses and supportive public facilities. These impacts would result from (a) development of open space, agricultural or partially developed land which would increase runoff, and (b) development in areas of existing flood hazards.

As currently allowed by the adopted General Plans, development within the City will result in an increase in the amount of impervious surface area (*e.g.*, pavement and buildings). This increase in impervious surface area could result in an increase in both the total volume and rate of storm runoff. In some areas, the capacity of the City's storm drainage system may have to be increased to accommodate the additional storm flows.

Adoption of the UGB by the City and County would not change the amount of either existing or planned development, would not increase the amount of land developed, nor would it permit increased intensity of development. Adoption of the UGB would not, therefore, cause or increase runoff or flooding impacts.

Intensification Corridors

The San Jose General Plan would allow for additional residential development within the intensification corridors, which would include incremental increases in impervious surfaces. Portions of the Guadalupe (First Street/Airport Area) intensification corridor are currently subject to shallow flooding during a 100-Year Flood. Completion of the Guadalupe River Flood Control Project would remove these areas from the 100-Year Flood zone north of Highway 280. In addition, a portion of the Alum Rock intensification corridor is located within a shallow 100-Year flooding zone associated with Silver Creek. Stormwater runoff

would not significantly increase for most of the intensification corridors, since these areas are currently developed and already contain large impervious areas.

As development is proposed within the intensification corridors, individual projects are evaluated for their potential to increase localized flooding or drainage problems, and to ensure that project design includes protection of all habitable spaces from the 100-Year Flood.

Urban Reserves

Both the South Almaden Valley and Coyote Valley Urban Reserves contain areas subject to flooding. Portions of the South Almaden Valley Urban Reserve lie within the 100-Year Flood zones along Alamitos, Calero, and Santa Teresa Creeks. The Coyote Valley Urban Reserve is within the flood plain of Fisher Creek.

Development of the South Almaden Valley Urban Reserve would produce additional stormwater flows that could potentially exceed the current capacity of the existing Alamitos, Calero, and Santa Teresa Creek channels. Downstream improvements were constructed for this area based on the City's 1980 General Plan. Future development within the South Almaden Valley Urban Reserve would not be allowed to increase runoff above the (planned) design capacity of the downstream improvements. Stormwater detention facilities may, therefore, be required for development of the South Almaden Valley Urban Reserve.

Development of the Coyote Valley Urban Reserve would produce stormwater runoff that would exceed the capacity of downstream stretches of Fisher and Coyote Creeks. In conformance with General Plan policies, such development would not be allowed to contribute to flooding impacts on other properties. Stormwater detention facilities may, therefore, be required for the eventual development of the Coyote Valley Urban Reserve.

- **Development associated with implementation of the existing San Jose and Santa Clara County General Plans with or without the UGB could result in cumulatively significant flooding and drainage impacts from the development of adopted and proposed land uses, including the eventual development of the Urban Reserves. These impacts will be mitigated and/or reduced by conformance with General Plan policies. These impacts are the result of development of designated land uses allowed by the existing General Plans, and are not the result of adoption of an Urban Growth Boundary. (ADOPTION OF THE UGB WILL NOT CAUSE SIGNIFICANT FLOODING IMPACTS OR INCREASE THE SEVERITY OF SUCH IMPACTS, OR REDUCE THE ABILITY OF THE CITY AND COUNTY TO MITIGATE OR AVOID SUCH IMPACTS.)**

Surface Water Quality

Implementation of the existing General Plans would allow for new commercial, public, and industrial uses that could generate additional point source discharges into local surface waters. However, the potential impacts to surface water quality resulting from these discharges would be minimized by the permit requirements of the RWQCB and NPDES.

Increased runoff from impervious surfaces and erosion caused during construction activities associated with development could potentially increase nonpoint source pollution. Increased runoff from streets and parking areas would contain urban pollutants such as oil, grease, and metals that could impact water quality in local drainages receiving stormwater runoff. Construction on large undeveloped sites, including the Urban Reserves and other areas, could result in increased erosion and sedimentation. Future construction activities would be required to conform to the criteria and best management practices identified in applicable municipal and construction NPDES permits.

Both General Plans and the Santa Clara Valley Water District identify the foothills surrounding the valley floor as watershed and recharge areas. Both General Plans and the Water District have policies encouraging protection of watershed whose runoff contributes to the County's water supply. In addition, construction on slopes is more subject to erosion and is more likely to generate sedimentation impacts to waterways. By limiting construction activities in these areas, point source discharge would be reduced. Adoption of the UGB by the City and County would reinforce existing policies limiting construction and development in the hillside watershed areas.

- **Increases in nonpoint pollution resulting from implementation of the existing San Jose and Santa Clara County General Plans with or without the UGB would result in cumulatively significant water quality impacts. These impacts will be mitigated or reduced by existing General Plan policies. Adoption of the UGB would not result in any new or additional adverse water quality impacts other than those cumulative impacts already anticipated from implementation of the General Plans. Adoption of the UGB will reinforce the City and County policies limiting development and construction on hillsides and in watershed areas, thereby reducing nonpoint source discharge. (ADOPTION OF THE UGB WILL NOT CAUSE NEW WATER QUALITY IMPACTS NOR INCREASE THE SEVERITY OF SUCH IMPACTS NOR REDUCE THE ABILITY OF THE CITY AND COUNTY TO MITIGATE OR AVOID SUCH IMPACTS.)**

3. Mitigation

Cumulatively significant flooding, drainage and water quality impacts which are anticipated to occur as a result of implementation of the City's General Plan, with or without a UGB in place, would be mitigated or avoided by adherence to the following General Plan goals and policies:

COMMUNITY DEVELOPMENT

Residential Land Use

- Policy 5.** Residential development should be allowed in areas with identified hazards to human habitation only if these hazards are adequately mitigated.

SERVICES AND FACILITIES

Level of Service

- Goal 2.** Achieve the following level of service for these City services:

- For storm drainage, to minimize flooding on public streets and to minimize property damage from storm water.

Storm Drainage and Flood Control

Policy 12. New projects should be designed to minimize potential damage due to storm waters and flooding to the site and other properties.

HAZARDS Flooding

Policy 1. New development should be designed to provide protection from potential impacts of flooding during the "1%" or "100-year" flood.

Policy 2. Development in watershed areas should only be allowed when adequate mitigation measures are incorporated into the project design to prevent unnecessary or excessive siltation of flood control ponds and reservoirs.

Policy 3. Designated floodway areas should be preserved for non-urban uses.

Policy 4. The City and the Santa Clara Valley Water District should cooperate to develop flood control facilities to protect the Alviso and North San Jose areas from the occurrence of the "1%" or "100-year" flood.

Policy 5. Appropriate emergency plans for the safe evacuation of occupants of areas subject to possible inundation from dam failure should be prepared and periodically updated.

Policy 6. The City should support State and Federal legislation which provides funding for the construction of flood control improvements in urbanized areas.

NATURAL RESOURCES Water Resources

Policy 1. The City, in cooperation with the Santa Clara Valley Water District, should restrict or carefully regulate, public and private development in watershed areas, especially those necessary for the effective functioning of reservoirs, ponds, and streams, and for the prevention of excessive siltation.

Policy 2. Water resources should be utilized in a manner which does not deplete the supply of surface or ground water, and efforts to conserve and reclaim water supplies, both local and imported, should be encouraged.

Policy 3. The City should encourage the Santa Clara Valley Water District to restrict public access and recreational uses on water related lands when water quality could be degraded.

Policy 4. The City should not permit urban development to occur in areas not served by a sanitary sewer system.

- Policy 5.** The City should protect groundwater recharge areas, particularly creeks and creeksides, and riparian corridors.
- Policy 6.** When new development is proposed in areas where storm runoff will be directed into creeks upstream from groundwater recharge facilities, the potential for surface water and groundwater contamination should be assessed and appropriate preventative measures should be recommended.
- Policy 7.** The City shall require the proper construction and monitoring of facilities storing hazardous materials in order to prevent contamination of surface water, groundwater, and underlying aquifers. In furtherance of this policy, design standards for such facilities should consider high groundwater tables and/or the potential for freshwater or saltwater flooding.
- Policy 8.** The City should establish nonpoint source pollution control measures and programs to adequately control the discharge of pollutants into the City's storm sewers.
- Policy 9.** The City should take a proactive role in the implementation of the Santa Clara Valley Nonpoint Source Pollution Control Program, as well as implementation of the City's local nonpoint source control and storm water management program.
- Policy 10.** The City should encourage a more efficient use of water by promoting water conservation techniques and the use of water-saving devices.
- Policy 11.** The City should promote the use of reclaimed water when feasible, particularly for industrial uses, for irrigation and in groundwater recharge areas.

Bay and Baylands

- Policy. 5** The City should continue to participate in the Santa Clara Valley Non-Point Source Pollution Control Program and take other necessary actions to formulate and meet regional water quality standards which are implemented through National Pollutant Discharge Elimination System permits and other measures.

COMMUNITY DEVELOPMENT

Industrial Land Use

- Policy 6.** Expansion and improvement of heavy industrial uses should incorporate measures to comply with current anti-pollution and design standards including the City's waste water minimization program and other pollution reduction programs.

SERVICES AND FACILITIES

Sewage Treatment

- Policy 8.** The operation of the Water Pollution Control Plant should comply with the water quality standards for the South San Francisco Bay established by the Regional Water Quality Control Board and implemented through NPDES (National Pollutant Discharge Elimination System) permits.
- Policy 9.** The City should continue to encourage water conservation programs which result in reduced demand for sewage treatment capacity.

The following project-level mitigation could be required as necessary at the time that specific projects are implemented to mitigate drainage, flooding and water quality impacts.

- Future development projects could be required to maintain existing runoff rates after construction, to the extent feasible. Proposed projects could be required to provide drainage facilities and mitigation measures to accommodate the increased runoff.
- Construction of new major drainage facilities would be needed in the North Coyote Valley area for allowed industrial development to accommodate increased storm water runoff. Improvements that may be required include construction of drainage interceptors, a pump station, detention ponds, and channel improvements along Fisher and Coyote Creeks.
- Developments along Alamitos, Calero, and Santa Teresa Creeks in the South Almaden Valley Urban Reserve may require channel improvements. The SCVWD could request dedication of right of way along any improved or unimproved channels for maintenance and flood control activities.
- Proposed developments would be designed to allow for unimpeded floodwater flow to protect adjacent properties from increased drainage and flooding hazards.
- For development sites that are subject to flooding during 100-Year Flood events, structures would be elevated or designed to minimize flooding damage.
- Required NPDES permits will include measures to control pollutants discharged to the stormwater system. Future activities that require a permit will need to be evaluated for appropriate "best management practices" including, but not limited to, the following:
 - stormwater retention or detention structures;
 - the use of oil/water separators;
 - minimization of impervious surfaces;
 - onsite parking lots/street sweeping;
 - routine storm drain cleaning; and
 - coverage of dumpsters and materials handling areas.

No mitigation is required to reduce impacts of adopting the UGB, because the UGB will not cause significant flooding, drainage and water quality impacts. Implementation of the above described mitigation measures will reduce the cumulatively significant impacts of implementing the existing General Plans, with or without the UGB, to a less than significant level.

E. CULTURAL RESOURCES

The following discussion is based in part upon the *Cultural Resources Review for the City of San Jose 2020 General Plan Update*, prepared by Basin Research Associates in April 1993. This report contains details about the locations of specific prehistoric sites and is, therefore, kept administratively confidential. a copy of the report is on file with the City of San Jose Department of Planning, Building and Code Enforcement.

1. Existing Setting

Prehistoric Setting

Some of the earliest inhabitants of the Santa Clara Valley belonged to a group of Native Americans known as the Costanoans, who occupied the central California coast. The term Costanoan refers to different groups of Indians that shared similar cultural traits and linguistic traits. Evidence indicates that the Costanoans moved into the Bay Area around 500 A.D. The various Costanoan ethnographic groups within the San Jose area consisted of mostly the Taymen, but also the Mutsun. By 1810, the Costanoan culture had disappeared due to introduced diseases, a declining birth rate, and the impact of the mission system.

Prehistoric Resources

The locations of many Costanoan tribelets and settlements are inexact and remain a subject of anthropological debate due to incomplete historic records. Researchers have identified several possible tribelets and village locations within the San Jose area. In general, the San Jose area is favorably suited for Native American occupation, due to the presence of the Guadalupe River, Coyote Creek, and other permanent water sources and the relative proximity of San Francisco Bay. The variety of available food and raw material sources is reflected in the relatively large number of recorded prehistoric sites in the area.

The City of San Jose maintains a set of Archaeological Sensitivity Maps which indicate areas of known archaeological sites and features, and geographic areas with a high potential for cultural resources within the San Jose area. The Maps present the known recorded prehistoric and historic archeological sites, former Native American settlements/villages, and Hispanic Period dwellings or features within or adjacent to San Jose's Sphere of Influence area. Areas of particular sensitivity, with the strongest potential for containing subsurface resources, include land near creeks and the baylands, particularly creeks at the edge of the foothills. Other archaeological sites within the San Jose area may be identified in the future, as a result of additional research and survey.

Historic Setting

Spanish explorers arrived in the San Jose-Alviso area in the late 1760s and 1770s. Both the Mission Santa Clara and the Pueblo de San Jose de Guadalupe were founded in 1777. The Mexican revolt against Spain in 1822 was followed by secularization of the missions which changed land ownership patterns in the Santa Clara Valley. During the Mexican period, large tracts of land were granted to individuals, including former mission lands which had reverted to public domain.

The population of the Santa Clara Valley expanded during the Gold Rush (1848), followed by the construction of the railroad to San Francisco (1864), and completion of the trans-continental railroad in 1869. The early agricultural pattern of stock raising established during the Hispanic period continued between 1847-1876, but declined after 1864. Agricultural production became popular in the Santa Clara Valley after 1875, and was greatly increased after development of the refrigerator railroad car in the 1880s. Agriculture was the major industry between 1876-1960s. By 1900, the Santa Clara Valley was a world center for canned and dried fruit. In the 1920s, the County had over 40 canneries and 30 packing houses and produced about 90% of California's canned food. This trend continued until the late 1960s, when high production costs and urbanization resulted in the decline of the industry. Since the 1960s, the agricultural land use pattern in Santa Clara Valley has been replaced by urbanization. The development of the electronics industry during the 1970s and 1980s resulted in explosive population growth.

Historic Resources

Both the City of San Jose and Santa Clara County maintain historic resources inventories, which identify historic and architectural resources that receive careful scrutiny during land use decision-making processes. a comprehensive survey of the City's central planning area was conducted in 1977 to identify historically and architecturally significant buildings and structures. This information, together with more recent surveying and classification, was incorporated into the Historic Resources Inventory in 1987.

Several areas within the City's Sphere of Influence contain neighborhoods or districts of significant historical or architectural structures. These areas generally represent developmental patterns of growth rather than associations with individuals or events. Most of these historic neighborhoods are located in or near the downtown area; none are within an intensification corridor, although there may be individual structures of historic value within or adjacent to an intensification corridor. One historic district, Alviso, is near the northern end of the proposed UGB.

Alviso was one of the oldest towns in the County. Several of its oldest structures are within a designated National Historic District on the *National Register of Historic Places*. Alviso was a major commercial shipping point for the South Bay until the late 1800s. Many of the old early town structures, including the Bayside Cannery and South Bay Yacht Club, still exist within Alviso.

2. Cultural Resource Impacts

Thresholds of Significance

For the purposes of this project, a cultural resource impact is considered significant if the project will:

- cause a substantial adverse change in the significance of a historic resource; or
- cause damage to an important archaeological resource.

The potential cultural resource impacts which might be anticipated as a result of implementation of the City and County General Plans with adoption of the UGB would be the same as those anticipated to occur from implementation of the existing General Plans.

Impacts to Prehistoric Resources

Growth associated with the City and County General Plans will result in potential impacts upon cultural resources resulting from the development of designated land uses and supporting public facilities. The potential for discovery of archaeological resources would be greatest in areas that have not been previously disturbed by development and in areas located near creek corridors. Where resources do exist, subsurface activity associated with development, including construction, demolition, utility trenching, and soil borings, could potentially impact these resources. Adoption of the UGB would not change the existing or planned development in San Jose's Sphere of Influence and will not, therefore, either cause or increase the potential for impacts to prehistoric resources that could result from development allowed by the existing San Jose and Santa Clara County General Plans.

- **Development resulting from implementation of the existing San Jose and Santa Clara County General Plans with or without the UGB could cause cumulatively significant impacts upon archaeological resources. These impacts would be the result of land use designations and policies already in place in the City and County General Plans, and would be reduced or avoided by mitigation policies also in place. (ADOPTION OF THE UGB WILL NOT CAUSE IMPACTS TO PREHISTORIC RESOURCES NOR WILL IT INCREASE THE SEVERITY OF SUCH IMPACTS OR REDUCE THE ABILITY OF THE CITY OR COUNTY TO MITIGATE OR AVOID SUCH IMPACTS.)**

Historic Resources

Growth associated with the *San Jose 2020 General Plan* could result in impacts to historic resources resulting from the development of designated land uses and supporting public facilities. The construction of urban uses planned for in the City's General Plan could result in impacts upon historic or potential historic structures.

The adoption of the UGB would not result in an increased potential for impacts to historic resources expected to result from implementation of the existing San Jose and Santa Clara County General Plans.

Intensification Corridors

The City has identified a total of 11 historic structures listed in the City's Historic Resources Inventory that are located within the intensification corridor areas. While none of these sites are listed on the National Register of Historic Places, they are recognized by the City as having local significance. The majority of these sites (10) are located within the Guadalupe (First Street/Airport Area) intensification corridor, with one located in the Alum Rock Avenue Corridor. The locations and status of these structures are provided in Table 3. Development of the residential uses allowed for within these intensification corridors could result in potential impacts to these identified historic structures.

Table 3
Potentially Historic Structure in Intensification Corridors

Location	Address	Status
Alum Rock Avenue Corridor	2075 Alum Rock Avenue	SM
Guadalupe Corridor/1st Street	181 Devine	IS
Guadalupe Corridor/1st Street	185 W. Julian Street	IS
Guadalupe Corridor/1st Street	198 W. Julian Street	IS
Guadalupe Corridor/1st Street	101-145 Keyes	SM
Guadalupe Corridor/1st Street	124 Keyes	CS
Guadalupe Corridor/1st Street	191 Ryland	IS
Guadalupe Corridor/1st Street	197 Ryland	IS
Guadalupe Corridor/1st Street	211 Ryland	IS
Guadalupe Corridor/1st Street	160 E. Virginia	SM
Guadalupe Corridor/1st Street	1005-1065 S. Fifth Street	SM
Stevens Creek Corridor	17980 Stevens Creek Boulevard	None
Capitol Corridor	1533 N. Capitol Avenue	None
Guadalupe Corridor/1st Street	299 Bassett	None
Guadalupe Corridor/1st Street	635 S. Third Street	None
Guadalupe Corridor/1st Street	754 S. Third Street	None
Guadalupe Corridor/1st Street	760 S. Third Street	None
Guadalupe Corridor/1st Street	796 S. Third Street	None
Guadalupe Corridor/1st Street	815 S. Third Street	None
Guadalupe Corridor/1st Street	847 S. Third Street	None
Guadalupe Corridor/1st Street	852 S. Third Street	None
Guadalupe Corridor/1st Street	912 S. Third Street	None
Guadalupe Corridor/1st Street	918 S. Third Street	None
Guadalupe Corridor/1st Street	1098 S. Third	None
SM - Structure of Merit under City Historic Landmark Commission criteria. IS - Identified Structure warranting further evaluation. CS - Contributing Structure/Site that contributes to the historic fabric of an area.		

In addition to the documented structures described above, twelve potentially historic structures are identified in the "Visual Inventory of Historic and Archaeologic Resources" prepared by Tom M. King in 1973 that also occur within the intensification corridors. Although this report and its conclusions have not been recognized or adopted by the City, these structures represent potential historic resources. Most of these sites are located within the Guadalupe (First Street/Airport Area) intensification corridor (eleven), with one site along the Stevens Creek Boulevard intensification corridor. Development of the residential uses allowed for within these intensification corridors could result in potential impacts to these possible historic structures. However, additional research would be required in order to determine if these structures are historically or architecturally significant.

Urban Reserves

Five potentially historic structures identified in the "Visual Inventory of Historic and Archaeologic Resources" study prepared by Tom M. King are located within the South Almaden Valley Urban Reserve (Table 4). Although this report and its conclusions have not been recognized or adopted by the City, these structures represent potential historic resources. Development of the Almaden Valley Urban Reserve could impact the five potential historic structures located in this area. However, additional research should be conducted to determine if these structures are historically or architecturally significant.

Table 4 Potentially Historic Structures in South Almaden Valley Urban Reserve		
Location	Address	Status
South Almaden Valley	22650 McKean	None
South Almaden Valley	19871 McKean	None
South Almaden Valley	20500 Harry Road	None
South Almaden Valley	Harry Road	None
South Almaden Valley	21481 Schillingburg	None

While there is not documentation available on the potential for historical resources in the Coyote Valley Urban Reserve, urban development is not anticipated to occur there during the General Plan horizon. Research and documentation on the potential for historic resources would be prepared prior to completion of a Specific Plan that would identify the actual development potential for the area.

Hillside Areas

Historic resources may be present in the areas of the City and County currently outside of the proposed Urban Growth Boundary. While the potential for these resources has not been researched, the proposed project would not cause impacts to occur to the structures, would

provide these resources with an incrementally greater degree of protection than they currently have, and would not increase the likelihood that they might be impacted by development.

- **Development resulting from implementation of the existing San Jose and Santa Clara County General Plans with or without the UGB could cause cumulatively significant impacts upon documented and potential historic resources, including resources in the Intensification Corridors and Urban Reserves. These impacts would be the result of land use designations and policies already in place in the City and County General Plans, and would be reduced or avoided by mitigation policies also in place. (ADOPTION OF THE UGB WILL NOT CAUSE IMPACTS TO HISTORIC RESOURCES NOR WILL IT INCREASE THE SEVERITY OF SUCH IMPACTS OR REDUCE THE ABILITY OF THE CITY OR COUNTY TO MITIGATE OR AVOID SUCH IMPACTS.)**

3. Cultural Resource Mitigation Measures

Cumulatively significant cultural resource impacts which are anticipated to occur as a result of implementation of the City's General Plan, with or without a UGB in place, would be mitigated or avoided by adherence to the following General Plan goals and policies:

AESTHETIC, CULTURAL AND RECREATIONAL RESOURCES

Historic, Archeological and Cultural Resources

- Policy 1.** Because historically or archaeologically significant sites, structures and districts are irreplaceable resources, their preservation should be a key consideration in the development review process.
- Policy 2.** The City should use the Area of Historic Sensitivity overlay and the landmark designation process of the Historical Preservation Ordinance to promote and enhance the preservation of historically or architecturally significant sites and structures.
- Policy 3.** An inventory of historically and/or architecturally significant structures should be maintained and periodically updated in order to promote awareness of these community resources.
- Policy 4.** Areas with a concentration of historically and/or architecturally significant sites or structures should be considered for preservation through the creation of Historic Preservation Districts.
- Policy 5.** New development in proximity to designated historic landmark structures and sites should be designed to be compatible with the character of the designated historic resource.
- Policy 6.** The City should foster the rehabilitation of individual buildings and districts of historic significance and should utilize a variety of techniques and measures to serve as incentives toward achieving this end.

- Policy 7.** Structures of historic, cultural or architectural merit which are proposed for demolition because of public improvement projects should be considered for relocation as a means of preservation. Relocation within the same neighborhood, to another compatible neighborhood or to the San Jose Historical Museum should be encouraged.
- Policy 8.** For proposed development sites which have been identified as archaeologically sensitive, the City should require investigation during the planning process in order to determine whether valuable archaeological remains may be affected by the project and should also require that appropriate mitigation measures be incorporated into the project design.
- Policy 9.** Recognizing that Native American burials may be encountered at unexpected locations, the City should impose a requirement on all development permits and tentative subdivision maps that upon discovery of such burials during construction, development activity will cease until professional archaeological examination and reburial in an appropriate manner is accomplished.
- Policy 11.** The City should encourage the continuation and appropriate expansion of Federal and State programs which provide tax and other incentives for the rehabilitation of historically or architecturally significant structures.

The following project-level mitigation measures would be required as necessary at the time that specific projects are implemented to mitigate potential cultural resources impacts to a nonsignificant level.

- Development sites would be required to be examined on an individual basis to determine potential impacts upon prehistoric and historic resources and provide specific mitigation measures, as necessary.

No mitigation is required to reduce impacts of adopting the UGB, because the UGB will not cause significant cultural resource impacts. Implementation of these goals and policies will reduce cumulatively significant cultural resource impacts to a less than significant level.

F. HAZARDOUS MATERIALS

The following discussion on hazardous materials is based in part upon a *Preliminary Evaluation of Hazardous Materials Impacts for San Jose 2020 General Plan Update, San Jose, California*, prepared by Lowney Associates and contained in Appendix B of this EIR.

1. Existing Setting

Industrial Uses

a hazardous material is any substance, that because of its quantity, concentration, and/or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released.

Over 40% of the hazardous waste generated in Santa Clara County is attributed to the electronics and semiconductor industries, which typically generate solvents, organic liquids, metals in liquid solutions, and organic sludges and solids. Most large industrial firms treat hazardous waste at the same location that it is generated. Approximately 87 percent of all industrial hazardous waste is treated onsite, while 13 percent is transported offsite for treatment and disposal.¹²

Hazardous Materials Contamination

Hazardous materials incident/site lists were reviewed by Lowney Associates to evaluate the types and status of reported hazardous materials contamination in San Jose at the point in time when the City was doing a comprehensive update of its General Plan. Regulatory lists reviewed include the U.S. EPA Superfund National Priority List (NPL); the Bond Expenditure Plan Report (BEP); the Regional Water Quality Control Board (RWQCB) South Bay Site Management System; the Santa Clara Valley Water District (SCVWD) Fuel Leaks List; the California EPA (CEPA) CalSites database; and the Resource Conservation and Recovery Act (RCRA) Notifiers List.

The Superfund NPL is a compilation of hazardous waste sites posing the greatest potential long-term threat to human health and/or the environment. The Superfund program oversees the clean-up of the nation's most serious hazardous waste sites when they cannot be mitigated under other environmental laws. At present, there are three NPL sites located within the City of San Jose. These sites are the South Bay Asbestos Area located at the foot of Liberty Street and the Guadalupe River in Alviso, Lorentz Barrel and Drum Company located on South Tenth Street, and Fairchild Semiconductor site located on Bernal Road. The South Bay Asbestos site is immediately adjacent to the proposed UGB location in Alviso. The other two superfund sites are neither within nor adjacent to the UGB or any of the intensification corridors or the Urban Reserves.

¹² *Santa Clara County Hazardous Waste Management Plan*, April 1990.

Hazardous Materials Regulations

a wide variety of new legislation regarding hazardous materials and waste has been enacted over the past decade. a brief review of the relevant current regulations regarding hazardous materials, hazardous waste, and toxic contamination is provided below.

One of the more far reaching impacts of hazardous waste/contamination regulation on the development process has been the incorporation of joint liability with respect to environmental cleanup under the Superfund law (CERCLA) and other environmental cleanup legislation. Under this legislation, any party designated as being potentially responsible for a contamination incident may be held liable for a portion of, or the entirety of, investigation and cleanup. The owners of a property can be designated as a responsible party simply by virtue of ownership, unless they have made "appropriate inquiry" into the possible presence of contamination before buying the property, and have found no reason to suspect the site is contaminated. Typically, such appropriate inquiry involves an environmental research study of the site and vicinity (referred to as a Phase I Environmental Site Assessment) and/or collecting soil and/or ground water samples (Phase II Environmental Site Assessment).

Because of concern regarding the potential environmental liabilities associated with real estate transfers, the vast majority of commercial real estate transactions now include such investigation, usually at the request of the buyer or the lender. It is therefore anticipated that the majority of the sites designated for future development in San Jose will have some form of environmental site assessment performed on them. In addition, the City of San Jose requires, as part of its CEQA review, such investigations for sites proposed for residential development if the site history indicates that contamination may be present. It is anticipated that pre-purchase environmental site assessments will continue to be a major factor in identifying contaminated and potentially contaminated sites in the City.

Because contamination of the shallow ground water sometimes involves the migration of contaminants away from the source site and underneath neighboring properties, the presence of nearby contamination incidents can be a potential concern. This situation exists in some portions of the City, especially where plumes of solvents have migrated for relatively long distances beneath adjacent neighborhoods. In San Jose, the presence of contamination in the shallow ground water beneath a property has not typically been viewed by regulatory agencies as a significant health hazard. Rather, the primary concern is the consumption of impacted water or migration of the impacted water to aquifers used for domestic water supply.

Facilities using hazardous materials, including toxic gases, must meet the industrial/hazardous materials storage and waste requirements of the City of San Jose. The City's hazardous materials ordinance specifies permit and storage requirements for above ground storage and underground tanks, and sets containment standards for storage. This ordinance also sets standards for monitoring and maintaining storage containers, handling hazardous waste, and dealing with accidental hazardous materials release and emergency response. Industrial facilities are also subject to State and Federal regulations which govern the use, storage, and transportation of hazardous materials. The most relevant of these policies are summarized as follows: 1) State Assembly Bill 3205, which requires businesses to submit Risk Management and Prevention Plans to the County Health Department, 2) the Federal Hazardous Material Transportation Act, which specifies packaging requirements and disclosure information, and

3) State Assembly Bills 2185 and 3777, which require the development of emergency response plans.

2. Hazardous Materials Impacts

Thresholds of Significance

For the purposes of this project, a hazardous materials impact is considered significant if the project would:

- expose people to a significant risk associated with the storage, use, and disposal of hazardous materials, or existing hazardous materials contamination on the site;
- pose a hazard to people or animal or plant populations; or
- create a public health hazard.

As discussed below, planned growth associated with the adopted *San Jose 2020 General Plan* will result in potential hazardous materials impacts associated with the development of adopted land uses and supporting public facilities. These impacts could result from encountering soil and/or groundwater contamination during construction, hazardous materials releases from future industrial developments, and the location of residential uses near industrial or commercial hazardous materials users. Adoption of the UGB will not result in an increase in impacts expected from implementation of the existing San Jose and Santa Clara County General Plans.

Potential Hazardous Materials Contamination

Intensification Corridors

The adopted City General Plan allows for an increase in the density of housing within intensification corridors located along Stevens Creek Boulevard, Winchester Boulevard, Santa Clara Street/Alum Rock Boulevard, Capital Avenue/Expressway, and Guadalupe Corridor (First Street/Airport Area). In general, the greatest potential for contamination along these intensification corridors is from petroleum products associated with gas stations, auto repair facilities, contractor's and trucking yards, and related developments. In 1993, the SCVWD Fuel Leak list identified a total of 32 sites with documented fuel leak contamination located within the intensification corridor areas. As is true in most urban areas, sites where leaks occurred have been or are being cleaned up, and new sites of contamination are found on an ongoing basis.

The City of San Jose requires an evaluation of potential risk for all residential development proposals on infill urban sites prior to approval of development. As part of the CEQA review prior to development approval, such an analysis may include historic review, on-site testing, and specific clean-up recommendations necessary to achieve currently acceptable risk standards.

None of the Superfund sites is located within an Intensification Corridor or an Urban Reserve.

Stevens Creek Boulevard/West San Carlos Street. The Stevens Creek Boulevard/West San Carlos Street intensification corridor includes auto dealerships, gas stations, auto leasing

shops, and auto body shops. The potential impacts from hazardous materials on new development in these areas are most likely to be associated with petroleum products. Impacts from pesticides associated with past agricultural use is also possible. Buildings which would be demolished could include asbestos and lead-based paint which demolition activities could cause to become airborne.

Winchester Boulevard. The Winchester Boulevard intensification corridor includes vacant parcels, shopping centers, an auto dealership, and old residential buildings. Potential impacts would include contamination from petroleum products and residual pesticides from past agricultural activities. Buildings which would be demolished could include asbestos and lead-based paint which demolition activities could cause to become airborne.

Santa Clara Street/Alum Rock Avenue. The Santa Clara Street/Alum Rock Avenue intensification corridor includes construction storage yards, auto repair facilities, and auto body shops. In addition, one of these areas have railroad lines across the property. The potential impacts associated with development or redevelopment in these areas would result from contamination from petroleum products and solvents associated with industrial practices, gas stations, and auto repair facilities. Buildings which would be demolished could include asbestos and lead-based paint which demolition activities could cause to become airborne.

Guadalupe Corridor (First Street/Airport Area). The North First Street intensification corridor includes auto repair facilities and auto body shops. Potential impacts associated with redevelopment or new development in this area would most likely result from contamination from petroleum products and solvents from past industrial activities, gas stations, and auto repair facilities. North First Street contains a variety of industrial uses, many of which use a variety of hazardous materials, including toxic gases, which could cause adverse impacts if released into the atmosphere.

Capitol Corridor. The Capitol Corridor contains a number of vacant properties formerly used for agricultural purposes. Any of those sites are likely to contain elevated levels of residual pesticides or other agricultural chemicals as well as petroleum products. There are also service stations and other commercial sites. Some of the commercial properties have contained, currently include or may include in the future, businesses such as dry cleaners or car repair that use hazardous materials which may have been or may be released into the environment to contaminate soil and/or ground water. Reid-Hillview Airport is in the Capitol Corridor and contains a number of underground fuel storage tanks. Tanks previously used on the site leaked into the soil and have subsequently been removed. Remediation of the contamination has been ongoing.

Urban Reserve

The South Almaden Valley Urban Reserve consists of orchards, small farms, grazing, pasture lands, horses and equestrian stables. The historic site use is predominantly agricultural and rural residential. Near surface soils may be impacted with residual pesticides from historic use. In addition, some farms may have used underground or above ground fuel storage tanks. Similar conditions exist in the Coyote Valley Urban Reserve, where agricultural operations that have included greenhouses may have resulted in localized contamination from pesticides, other agricultural chemicals, and petroleum products

Impacts to Future Residential and Other Sensitive Uses

Future development associated with implementation of the General Plans with or without the UGB could result in exposure of residential or other sensitive uses (*i.e.*, schools, hospitals) to potential risks from hazardous materials contamination. Development of adopted and proposed land uses could expose sensitive uses to soil and/or groundwater contamination associated with existing or previous uses. Adoption of an Urban Growth Boundary will not directly result in hazardous materials impacts, and will not result in a change in the hazardous materials impacts expected to occur with implementation of the adopted General Plans.

The development of residential or other sensitive uses in or near existing or future industrial areas could result in the exposure of residents to potential safety hazards. Industrial facilities that use, store, or handle hazardous materials would present a risk to residences or other sensitive uses in the immediate vicinity, since there is a potential for accidental explosion or release of these hazardous materials.

The development of industrial facilities would also present potential hazardous materials impacts. Industrial uses are generally separated from sensitive uses to reduce their effects on the health, safety, environment or welfare of the community. However, the development of residential land uses in areas of existing or planned industrial development could increase public safety hazards associated with the use, storage, and transport of hazardous materials at the industrial facilities. Impacts associated with the release of hazardous materials at industrial facilities would be minimized or avoided by compliance with Federal, State, and local regulations for the use, storage, and transportation of hazardous materials.

- **Implementation of the existing San Jose and Santa Clara County General Plans with or without the UGB could result in cumulatively significant hazardous materials impacts associated with future residential and other sensitive uses on potentially contaminated sites or in existing industrial areas. Impacts could also result from release of hazardous materials from future industrial or commercial developments or uses in residential or other sensitive areas. These impacts would be the result of land use designations and policies already in place in the City and County General Plans. Existing General Plan Goals and Policies, and local, State and Federal laws and regulations will reduce these impacts to a less than significant level. The adoption of the UGB will not increase the likelihood or severity of hazardous materials impacts anticipated from implementation of the General Plans. (ADOPTION OF THE UGB WILL NOT RESULT IN ANY NEW OR MORE SEVERE HAZARDOUS MATERIALS IMPACTS AND WILL NOT REDUCE THE ABILITY OF THE CITY AND COUNTY TO MITIGATE OR AVOID SUCH IMPACTS.)**

3. Hazardous Materials Mitigation Measures

Cumulatively significant hazardous materials impacts which are anticipated to occur as a result of implementation of the City's General Plan, with or without a UGB in place, would be mitigated or avoided by adherence to the following General Plan goals and policies:

HAZARDS

Hazardous Materials

- Policy 1.** The City should require proper storage and disposal of hazardous materials to prevent leakage, potential explosions, fires, or the escape of harmful gases, and to prevent individually innocuous materials from combining to form hazardous substances, especially at the time of disposal.
- Policy 2.** The City should support State and Federal legislation which strengthen safety requirements for the transportation of hazardous materials.
- Policy 3.** The City should incorporate soil and groundwater contamination analysis within the environmental review process for development proposals. When contamination is present on a site, the City should report this information to the appropriate agencies that regulated the cleanup of toxic contamination.
- Policy 4.** Development located within areas containing naturally occurring asbestos should be required to mitigate any potential impacts associated with grading or other subsurface excavation.

Hazardous Waste Management

- Policy 2.** Areas designated for industrial uses may be appropriate for hazardous waste transfer/processing stations if, during the development review process, it is determined that such a use would be compatible with existing and planned land uses in the vicinity of the site and would meet the siting criteria established in the County Hazardous Waste Management Plan and this Plan.
- Policy 9.** Proper storage and disposal of hazardous wastes shall be required to prevent leaks, explosions, fires or the escape of harmful gases, and to prevent materials from combining to form hazardous substances and wastes.

The following project-level mitigation measures would be required as necessary at the time that specific projects are implemented to mitigate potential hazardous materials impacts.

- Prior to development, environmental site assessments (Phase I) would be conducted on properties identified or suspected of containing hazardous materials contamination to establish the potential for contamination on these sites and any appropriate mitigation. Based upon the results of the Phase I assessments, subsurface soil and/or groundwater testing (Phase II) may be required at those locations identified with suspected soil and/or groundwater contamination. Remediation would then be implemented in conformance with regulatory agency requirements.
- New facilities storing hazardous materials would be required to complete a Risk Management and Prevention Plan as necessary to meet State and local regulations.
- The potential impacts associated with the release of hazardous materials at industrial facilities would be mitigated by implementation of Federal, State, and local

regulations for the use, storage, and transportation of hazardous materials. These regulations include the City of San Jose's hazardous materials ordinance and toxic gas ordinance, State Assembly Bill 3205, the Federal Hazardous Material Transportation Act, and State Assembly Bills 2185 and 3777.

No mitigation is required to reduce impacts of adopting the UGB, because the UGB will not cause significant hazardous materials impacts. Adherence to existing laws and regulations and conformance with the City's General Plan goals and policies will reduce cumulatively significant hazardous materials impacts anticipated to occur as a result of development allowed within the City of San Jose Sphere of Influence, with or without the adoption of the UGB.

G. VEGETATION AND WILDLIFE

The following discussion on vegetation and wildlife is based in part upon a recently updated special-status species list which is found in Appendix C of this EIR.

1. Existing Setting

Overview

The City of San Jose includes portions of the Santa Clara Valley and surrounding hillsides. It is bordered by San Francisco Bay to the north, the Diablo Mountain Range to the east, and the Santa Cruz Mountains to the southwest. Soils in the Santa Clara Valley consist primarily of stream-deposited alluvium including clay, silt, sand, and gravel. Soils in hillside areas generally are derived from bedrock. The Silver Creek Hills located along the City's eastern boundary are composed of metamorphic and volcanic rocks including serpentine and greenstone. The Santa Teresa Ridge and Almaden Quicksilver Park areas located in the southern portion of the City are composed of diverse rock types of the Franciscan Formation. Two major watersheds convey runoff within the City of San Jose. Coyote Creek originates in southern Santa Clara County and flows to San Francisco Bay. Tributaries to Coyote Creek include Fisher Creek, Silver Creek, Penitencia Creek and Berryessa Creek. Within the Urban Service Area (USA), Coyote Creek and its tributaries include approximately 81 linear miles of streambed. The Guadalupe River receives drainage waters from the western portion of San Jose. Tributaries to the Guadalupe River include Guadalupe Creek, Los Gatos Creek, Ross Creek, Canoas Creek, Calabazas Creek and San Tomas Aquino Creek. The Guadalupe River watershed includes a total of approximately 63 linear miles of streambed within the City's USA.

Developed residential, commercial, and industrial areas provide urban habitat. Urban habitat includes street trees, backyard gardens, parks, and vacant lots. Trees, shrubs, lawns, and gardens found in urban areas provide food and cover for wildlife that has adapted to the urban environment.

Plant communities and wildlife habitats within the City of San Jose's USA that are relatively undisturbed are found near San Francisco Bay, along riparian (*i.e.*, streamside) corridors, and in the hillsides surrounding the valley floor. Important biological resources within the USA include portions of the Silver Creek Hills and Santa Teresa Ridge and the riparian corridors along the Guadalupe River, Coyote Creek, Los Gatos Creek, Calabazas Creek, Penitencia Creek, and Silver Creek. Beyond the existing USA boundary (and proposed UGB), important biological resources are found north of Alviso, in the Almaden Hills, Silver Creek Hills, Santa Teresa Hills, Alum Rock Park, and along Coyote Creek and its tributaries.

South San Francisco Bay and adjoining marsh habitats provide important biotic resources to the San Francisco Bay region. The salt marshes, sloughs, and creeks near the Bay provide food and shelter for fish and wildlife, improve water quality by trapping sediment and removing nutrients, and provide for the storage and passage of flood waters. They also provide habitat for a number of special status species and include a unique plant community, *North coast salt marsh*. The Bay and adjoining habitats have been modified by channelization and clearing of vegetation for flood control, creation of salt ponds, and agricultural and urban development. The San Francisco Bay National Wildlife Refuge, located

near the community of Alviso, is an area set aside for the preservation and restoration of natural bayland habitat.

Residential, commercial, industrial, agricultural, and park lands surround the riparian corridors within the City. Creeks and rivers that historically supported relatively wide corridors of natural vegetation over their flood plains now support narrow bands of vegetation within their banks or have been modified for flood protection and water recharge purposes. Local streams, including Coyote Creek and the Guadalupe River, support ecologically valuable riparian vegetation that provides food, cover and nesting sites for birds, reptiles, amphibians, and mammals. These drainages also serve as important migration corridors for wildlife. Fish found in perennial streams in San Jose are primarily warm-water species. Anadromous (ocean going) species such as steelhead and chinook salmon, have been reported in Coyote Creek and, on occasion, in the lower reaches of the Guadalupe River.

The hillside areas beyond the Santa Clara Valley floor contain an expanse of open space and are rich in biological resources. Large areas of hillside outside of the USA support annual grassland and oak woodland vegetation. Sage scrub and mixed chaparral occur over smaller areas. These plant communities provide wildlife habitat for birds of prey, mammals, reptiles and amphibians that require either large areas for foraging, or relatively undisturbed conditions. Foothill areas with soils derived from serpentine rock can support unique plant communities. Regionally, approximately 23,000 acres of serpentine soils are found in Santa Clara County. *Serpentine bunchgrass* and *serpentine chaparral* plant communities occur in the Mt. Hamilton Range and in the Santa Cruz Mountains. Some areas that formerly supported serpentine bunchgrass species have been modified by grazing and now support primarily introduced species.

The *Significant Natural Areas Program* administered by the California Department of Fish and Game has identified a number of unique sites in the San Jose area that support special status animals or plants, or plant communities of limited distribution. These identified sites, which range from small sites to areas up to approximately 6,000 acres in size include "best examples", "extremely rare elements", and areas that support more than one special status species. Figure 5 shows the approximate locations of these areas and additional riparian forest and marsh vegetation identified in the Riparian Corridor Policy of San Jose (1993). Almaden Quicksilver Park, which supports several unique plant species associated with serpentine soils, is also identified as a sensitive site based upon plant surveys.

Habitats Found Predominately Within the USA

Vegetation and wildlife habitats within the Urban Growth Boundary are described based upon the California Wildlife-Habitat Relationships System.¹³ In addition, the U.S. Fish and Wildlife Service (USFWS) National Wetlands Inventory maps and the Riparian Corridor Policy for the City of San Jose were consulted for classification of the creek areas. The natural community designations used by the California Natural Diversity Data Base are also provided for unique plant communities.

¹³ Mayer and Laudenslayer, 1988.



Urban Habitat

The predominant habitat within the developed area of the City of San Jose is urban habitat. The urban wildlife habitat is distinguished by a mixture of native and exotic species. In urban areas, planted trees and shrubs can provide important wildlife habitat for birds living in urban areas. Native oaks, retained in developed areas, also have special value to wildlife.

Habitat in urban areas can be described by four general categories relevant to wildlife as described below.

Commercial

Heavily developed *commercial areas* in San Jose are extremely low in species diversity. Species that use this habitat are predominantly urban adapted birds, such as Rock Dove, House Sparrow, and Starling.

Industrial

Habitat in *urban industrial areas* range from landscape areas around buildings to areas completely covered by buildings and pavement. In general, urban industrial habitat values are low. However, habitat values can be similar to those for *urban parks* or *urban residential* in industrial areas with significant landscaping.

Urban Residential

Urban residential areas are characterized by a dense and more varied mosaic of vegetation, including shade trees, lawns, hedges, and planted gardens. Approximately 40 percent of the land surface in this habitat type is typically covered by impervious material, depending on the density of existing residential development. Urban residential habitat extends throughout San Jose and is the most predominant developed habitat in the city. Urban-adapted species that use this habitat include the Scrub Jay, Mockingbird, and House Finch. Raccoon, Opossum, Fox Squirrel, Pocket Gopher and a variety of butterflies, moths and garden insects are wildlife species typically found in this habitat.

Urban Park

Urban park habitat is similar to urban residential habitat, except a greater percentage of the area is covered with vegetation. Urban park habitat is found throughout San Jose. Playing fields and public and private schools in the city also fall into this category. Large ordinance-sized native trees are found at some of these urban parks. These large native trees are important sources of food, cover and perching space for wildlife.

Habitats Predominantly Found Outside the USA

Most of the areas remaining in San Jose's Sphere of Influence which contain the following habitats are found outside the existing USA. There are isolated patches of some of the habitats within the existing urbanized area, but those extant examples (such as remaining grassland north of SR 237) are generally small and are frequently intermixed with development-tolerant species.

Oak Woodland (Coastal Oak Woodland, Blue Oak Woodland, and Valley Oak Woodland)

The overstory, or tree layer, in oak woodland consists of deciduous and evergreen hardwoods such as coast live oak, valley oak, and blue oak. Coast live oaks predominate in many oak woodlands in the San Jose area, occurring on north facing slopes with some valley oak. Blue oaks predominate in some oak woodlands in south San Jose on south facing slopes and on ridge lines. Associated tree species may include California bay laurel, California buckeye, and digger pine. In wetter areas, such as along creek channels, trees are dense and form a closed canopy. Underlying plants may include shade tolerant shrubs or a thick carpet of plant litter made up of dropped leaves, stems, and branches.

Oak woodlands provide escape cover, thermal cover, migration corridors, and nesting and foraging habitat for a diverse wildlife community. Damp, shady areas and downed logs within oak woodlands provide habitat for reptiles and amphibians including California Newt, California Slender Salamander, Southern Alligator Lizard, and Common King Snake.

Outside the City's USA, oak woodland is found along intermittent drainages in the Silver Creek Hills, Santa Teresa Hills and the foothill area below Mt. Hamilton. Extensive oak woodland areas are found covering the hillsides in the vicinity of New Almaden and Alum Rock Park.

Grassland (Annual and Perennial Grassland)

Annual grassland habitat occurs in the foothills that border the Santa Clara Valley floor. Annual grassland habitat is an open grassland community composed primarily of introduced (non-native) annual plants. Plants common to annual grassland include wild oat, ripgut brome, farmer's foxtail, filaree and a variety of thistles. Many wildlife species forage in annual grasslands. Such species include Alligator Lizard, California Ground Squirrel, Botta's Pocket Gopher, Western Harvest Mouse, and California Vole. The California Tiger Salamander, a proposed Federal Threatened species, is found in some grasslands that have appropriate breeding habitat nearby. Grassland habitat also provides important foraging habitat for the Horned Lark, Red-tailed Hawk, Great Horned Owl, Turkey Vulture, American Kestrel, Coyote and Bobcat.

Grasslands that are underlain by serpentine rock can support a unique flora, rich in species that occur only on serpentine soils (endemics). A grassland plant community, *serpentine bunchgrass*, and a number of unique and threatened or endangered plant and animal species have been recognized as occurring on land associated with serpentine soils. Many areas of serpentine bunchgrass habitat have been altered by grazing and support primarily introduced (non-native) species. Native plant species that are found in serpentine bunchgrass communities include California plantain, purple stipa, pine bluegrass, lomatium, hill morning

glory, Metcalf Canyon jewelflower, and California bee plant. Birds, reptiles, amphibians, and mammals that utilize serpentine grasslands include those listed above for annual grasslands. Serpentine grasslands also can support a variety of rare insects and other invertebrates including the San Francisco Bay Checkerspot Butterfly, Opler's Longhorn Moth, and Hom's Blind Harvestman.

Sage Scrub

Sage scrub is a plant community that supports low to moderate-sized shrubs including California sagebrush and black sage. It often is found in small patches, associated with shallow, rocky soils. Sage scrub may be present as a result of disturbances such as road construction or landslides. It is associated with annual grassland, oak woodland and chaparral. This habitat is found in hillside areas throughout the Diablo Range and foothills of the Santa Cruz Mountains including the Alum Rock Park area, the Santa Teresa Hills, and Silver Creek Hills.

Sage scrub is generally utilized by species found in adjacent habitats. Birds that use this habitat include California Quail and Bewick's Wren. Sage scrub is too dry for most amphibians, but does support a number of reptiles, including Alligator Lizard, Western Fence Lizard, and Gopher Snake. Mammals that use sage scrub habitats include Brush Rabbit, Black-tailed Hare, Deer Mouse, and Black-tailed Deer.

Mixed Chaparral

Chaparral is a brushland plant community that is dominated by shrubs with thick evergreen leaves. Dominant species include scrub oak, chamise, ceanothus and manzanita. A special chaparral habitat type has been recognized where chaparral plants grow on serpentine soils. *Serpentine chaparral* can support locally unique plants restricted to serpentine soils, such as Coyote ceanothus.

Many of the animals that are found in this habitat are also associated with adjacent grassland and woodland communities. Few amphibians are found in this habitat because of the general lack of moisture. Snakes and lizards including Alligator Lizard and Western Fence Lizard are common. Bird species expected in this habitat include California Quail, Wrentit, and Bewick's Wren. Mammals that frequent this habitat include Brush Rabbit, Black-tailed Hare, Deer Mouse, and Gray Fox. Additionally, Black-tailed Deer commonly forage in this habitat. Predators that commonly utilize chaparral habitats include Sharp-shinned Hawk, Cooper's Hawk, Loggerhead Shrike, Gray Fox, Ringtail, Raccoon, Striped Skunk and Bobcat.

Chaparral is found in the foothills of the Diablo Range and Santa Cruz Mountains in eastern and southern San Jose, primarily outside of the USA.

Saline Emergent Wetland (Salt Marsh and Brackish Marsh)

Saline emergent wetlands occur along the margin of San Francisco Bay and along sloughs and creeks that are subject to tidal action. Soil salinity varies from that of seawater to brackish levels at sites that receive freshwater run-off. Saline emergent wetland habitat includes saltmarsh and brackish marsh. These wetlands support plants that are adapted to saline conditions. Characteristic plant species in salt marshes include cordgrass, pickleweed, alkali

heath, brass buttons, and salt marsh dodder. Tule California bulrush, cattail, and carex are common in brackish marshes.

Saline emergent wetlands provide food, cover, nesting, and roosting habitat for a variety of birds, mammals, reptiles and amphibians. Bird species that feed or roost in these wetlands include herons, egrets, ducks, hawks, Ringed Pheasant, American Coot, shorebirds, and swallows.

Because salt marshes have been severely reduced on a regional and state-wide basis, *Northern coastal salt marsh*, is recognized by the California Natural Diversity Base as a plant community with special inventory status. Salt marshes also fall within the jurisdiction of the U.S. Army Corps of Engineers under the provisions of the Federal Clean Water Act.

Salt marsh vegetation is present along the margins of San Francisco Bay in the vicinity of Alviso. Brackish marsh is found along the lower reaches of Coyote Creek, San Tomas Creek, and the Guadalupe River.

Estuarine

Estuarine habitats occur where tidal seawater is diluted by flowing fresh water. Estuarine habitats differ greatly in size, shape and volume of water flow, depending upon local topography. A large number of estuarine organisms live in sediment and include hydrozoans, anthozoans, and annelid worms. Mollusks, including snails, mussels, and clams, also are found in this habitat. Waterfowl use this habitat extensively for feeding and resting. Estuarine habitat occurs along Coyote Creek and Alviso Slough.

Habitats Found Both Inside and Outside the USA

Cropland

Vegetation in *cropland habitat* consists of cultivated plants that are annuals planted in spring and harvested in the summer or fall. Today, a limited amount of cropland still exists within the USA. Cropland habitat of notable size is found north of Route 237, in Coyote Valley, and in the Edenvale and Evergreen areas.

Croplands support less wildlife than undisturbed plant communities. However, many species of rodents and birds have adapted to croplands. These include the California Ground Squirrel, Mourning Dove, and Brewer's Blackbird. Fallow areas may be utilized by Burrowing Owls. The Burrowing Owl, a California Species of Special Concern, is found in a variety of habitats ranging from grasslands to agricultural lands and other human-altered environments.

Orchard/Vineyard

Orchards are typically single-species, tree-dominated habitats. As a result of the extensive urban development which has occurred over the past several decades, few orchards remain in San Jose. Several orchards and vineyards are located in the Alum Rock and Evergreen areas.

Spacing between trees in orchards is uniform and depends on the desired spread of mature trees. Underlying vegetation usually is composed of low growing grasses and other herbaceous plants. Larger and more diverse populations of wildlife are supported in native tree-dominated habitats.

Valley Foothill Riparian (Riparian Forest and Riparian Scrub)

Valley Foothill Riparian habitats include riparian forest and riparian scrub. It is found along streams that flow through the hillsides and valley floor. These habitat areas are generally associated with low velocity flows, flood plains and gentle topography. Dominant tree species include cottonwood, sycamore, valley oak, box elder, and willow. Understory plants include wild rose, California blackberry, blue elderberry, poison oak, sedges and grasses.

These riparian habitats provide food, water, migration and dispersal corridors, escape, nesting, and thermal cover for an abundance of wildlife. They are particularly noted for supporting a high number of bird species. Riparian forest habitats are used by neo-tropical migrants (birds that migrate to and from tropical areas in Central and South America) for foraging during migration. Other birds that use this habitat include raptors, woodpeckers, and waterfowl. Amphibians and reptiles, including Red-legged Frog, Western Toad, and Western Pond Turtles also are found associated with riparian habitats.

Steelhead and King Salmon are anadromous (ocean-going) fish that have been observed in Coyote Creek. They also have been observed in the Guadalupe River when adequate flows are present. The extent of suitable habitat for these species is limited by seasonal low water, and high spring and summer water temperatures. Other fish found in local creeks include Hitch, California Roach, Mosquitofish, Three Spine Stickleback, and Largemouth Bass.

Valley foothill riparian habitats within San Jose are found along Coyote, Penitencia, Silver, Calabazas, Guadalupe and Los Gatos Creeks and portions of the Guadalupe River. In general, these riparian habitats are recognized as ecologically-valuable resources and are, therefore, under the jurisdiction of a number of Federal and State resource agencies.

Fresh Emergent Wetland (Freshwater Marsh)

This habitat occurs where a basin or depression is saturated or periodically flooded. It is also found along the margins of some streams. Saturated or periodically flooded soils support water-loving plants, including sedge, rush, cattail, tule, and bulrush. These wetlands are among the most productive wildlife habitats in California, and they provide food, cover and water for numerous mammals, reptiles, and amphibians. Within San Jose, freshwater marsh vegetation may be found adjacent to the Guadalupe River and Coyote Creek. Freshwater marshes also fall within the jurisdiction of the U.S. Army Corps of Engineers under the provisions of the Federal Clean Water Act.

Lacustrine (Lakes and Ponds)

Lacustrine habitats are inland depressions or dammed channels containing standing water. Typical lacustrine habitats include permanently flooded lakes and reservoirs. Lacustrine habitats include artificial freshwater lakes at Lake Cunningham and Hellyer Parks and at several golf courses. Fish have been introduced to several of these freshwater lakes.

Suspended organisms, such as plankton, are found in the open water of this habitat. Plants and animals in lakes and ponds vary with depth. Upper surface species include duckweed, protozoans, and small crustaceans. Submerged plants, such as algae and pondweeds, serve as cover for small aquatic animals. Permanent lacustrine systems can also support fish life. A variety of mammals, birds, reptiles, and amphibians also use lacustrine habitats for reproduction, food, water, and cover.

Special Status Plant and Wildlife Species

Special status species are those species and subspecies of concern to the California Natural Diversity Data Base, regardless of their legal status. Special status plants and animals include those listed under the State and Federal Endangered Species Acts, California Department of Fish and Game "Species of Special Concern", and plants listed by the California Native Plant Society in their Inventory of Rare and Endangered Vascular Plants of California. A number of special status species are known or expected to occur within the urbanized area of San Jose. These species, their status, and general habitat requirements are listed in Appendix C

Areas outside of the proposed UGB, but within San Jose's Sphere of Influence, also support "Species of Special Concern". These species are identified in Appendix C, as well as their status and potential for occurrence on lands outside the UGB.

The presence of serpentine soils in the hillside areas support a variety of listed or sensitive plants and animals. As shown in Appendix C, some of these species include the Santa Clara Valley dudleya (federally endangered), Metcalf Canyon jewelflower (federal endangered), coyote ceanothus (federal endangered), Mt. Hamilton thistle (CNPS 1b)¹⁴, Mt. Hamilton jewelflower (CNPS 1b), Most beautiful jewelflower (CNPS 1b), fragrant fritillary (CNPS 1b), Bay Checkerspot Butterfly (federal threatened), California Red-legged Frog (federal threatened), and California Tiger Salamander (federal candidate, species of special concern). All of the aforementioned species are known to occur in the hillside areas outside the UGB.

The Saltmarsh and Brackish Marsh areas in northern San Jose, outside of the proposed UGB also support Special Status Species. These species include, but are not limited to; Salt Marsh Harvest Mouse (federal endangered), California Clapper Rail (federal endangered), California Least Tern (federal endangered), Western Snowy Plover (federal threatened), Mimic Tryonia (federal special concern), and Salt Marsh Wandering Shrew (federal special concern).

2. Vegetation and Wildlife Impacts

Thresholds of Significance

For the purposes of this project, a vegetation and wildlife impact is considered significant if the project will:

- directly affect or indirectly affect (i.e., through habitat loss) a candidate or listed threatened or endangered species; or

¹⁴ CNPS 1b: California Native Plant Society list of plants that are rare, threatened or endangered in California and elsewhere.

- directly affect species protected under provisions of the Migratory Bird Treaty Act (e.g. Burrowing Owls and nesting raptors); or
- result in an impact to wetlands of greater than one-tenth acre; or
- result in an impact of greater than one acre of sensitive habitat (e.g., riparian areas, oak woodland, serpentine grassland); or
- interfere substantially with the movement of any resident or migratory fish or wildlife species; or
- substantially reduce the habitat of a fish, wildlife, or plant species or cause a species to drop below self-sustaining levels.

Overview of Impacts on Plant Communities and Wildlife Habitat Within the Proposed UGB

Growth associated with the implementation of the existing San Jose and Santa Clara County General Plans would result in impacts upon vegetation and wildlife habitat resulting from the implementation of adopted land uses and supporting public facilities. The development of planned uses in the City's General Plan would increase the amount of developed land in the City, reducing natural habitats and resulting in further human encroachment into wildlife areas. Impacts to vegetation and wildlife resulting from City-wide growth would include disturbance of wetland and riparian habitats, impacts to special status species, and the removal of large trees and other significant vegetation.

Intensification Corridors

Implementation of the City's existing General Plan would allow for high density residential development along the intensification corridors. These intensification corridors are located within developed areas and consist primarily of urban habitat. None of the intensification corridors contain or are adjacent to natural plant communities, although there are remaining isolated agricultural properties. Residential development would result in minimal disturbance to the landscape vegetation present within these corridors.

Isolated parcels may contain Burrowing Owls or other nesting raptors protected by the Migratory Bird Treaty Act. Development of these parcels could result in impacts to the birds and/or their nests.

Urban Reserves

Implementation of the existing General Plans would allow for eventual urbanization of the South Almaden Valley and Coyote Valley Urban Reserves, although urban development is not anticipated to occur in the Coyote Valley Urban Reserve during the time frame of the *San Jose 2020 General Plan*. Landscaping associated with new development would introduce additional non-native plant species into these areas. Invasive plant species could become established along creeks and in adjacent grassland areas. Domestic pets, primarily dogs and cats, would potentially impact native animal species through hunting activities.

The South Almaden Valley Urban Reserve is approximately 1,050 acres in size and supports annual grassland, pastures, orchards, and low density residential development. The Coyote Valley Urban Reserve is approximately 2,000 acres of cropland, annual grassland, pastures, serpentine grasslands, riparian corridors, and chaparral scrub. Development of these areas

would impact wildlife species that use cropland, orchard, grassland, chaparral, and riparian habitats. The habitat values of portions of the urban reserves have already been reduced by agricultural use and residential development.

Riparian Corridors and Wetlands

The loss of even a small amount of creek channel or wetlands would be a significant impact. Creek and wetland areas are subject to state and Federal regulations under the Section 1601 of the California Fish and Game Code and Section 404 of the Federal Clean Water Act.

Intensification Corridors

Implementation of the existing General Plans allows for residential development along the intensification corridors. Development within the intensification corridors is not anticipated to significantly affect riparian corridors or wetlands.

Urban Reserve

The General Plans allow for future development of the South Almaden Valley and Coyote Valley Urban Reserves, although urban development in the Coyote Valley Urban Reserve is not anticipated to occur during the time frame of the City's current General Plan. Portions of Alamitos Creek, Calero Creek and Santa Teresa Creek cross the South Almaden Valley Urban Reserve. A portion of the Fisher Creek channel traverses the Coyote Valley Urban Reserve. These channels could be impacted by the construction of new roadway crossings, culverts, and any required flood control measures. Potential impacts to wildlife that use the riparian corridors along Alamitos, Calero, Santa Teresa, and Fisher Creeks could occur as a result of increased lighting, urban runoff, and various effects of human occupancy, including litter, predation by pets, and noise.

Special Status Species

The treatment and disposal of additional wastewater from new development allowed for in the existing General Plans has the potential to impact several special status species that utilize marsh and estuarine habitats in South San Francisco Bay. In 1990, the RWQCB found that the amount of freshwater effluent discharged by the San Jose/Santa Clara Water Pollution Control Plant in Alviso was responsible for converting some salt marsh into brackish marsh. Salt marsh is an essential habitat for the endangered California Clapper Rail and the Salt Marsh Harvest Mouse; brackish marsh is unsuitable for these species. The South Bay Action Plans prepared by the City of San Jose, includes conservation, reclamation, and marsh acquisition programs to prevent the further degradation of special status species wildlife habitat in South San Francisco Bay. Additional freshwater discharges in the future could potentially reduce the effectiveness of these measures.

Implementation of the existing General Plans would also result in potential impacts upon special status species resulting from the development of adopted land uses and supporting public facilities, particularly transportation facilities. The greatest impacts to special status plant and animal species resulting from development allowed by the General Plans would occur on sites near riparian corridors and on the outermost edge of the Urban Service Area and proposed Urban Growth Boundary. The most significant impacts would result from

development outside the UGB, where the greatest variety of special status species and the largest extant populations are found. Because the UGB reduces the possibility of urban density development occurring outside its boundary, it also reduces the potential impact of such development.

Intensification Corridors

The Stevens Creek and Capitol intensification corridors include vacant parcels that potentially could support the Burrowing Owl, a California Species of Special Concern. No other special status species are considered likely to occur in any of the intensification corridors.

Urban Reserves

Several special status plants and animal species are known to historically or currently occur within the vicinity of the South Almaden Valley Urban Reserve. A number of these species are restricted to serpentine habitats in the nearby Santa Teresa Hills and Coyote Peak area. Portions of the area potentially could be used for foraging by birds of prey including Black-shouldered Kite and Cooper's Hawk. Other special status species that potentially could be present include the California tiger salamander, Horned Lark, Northern Shrike, Burrowing Owl and balsamroot.

In the area of the Coyote Valley Urban Reserve, special status species that may be found include California red legged frog, Burrowing Owls, California tiger salamander, Horned Lark, Santa Clara Valley dudleya, Metcalf Canyon jewel-flower, most beautiful jewel-flower, Mount Hamilton thistle, fragrant fritillary, San Francisco wood rat, and western pond turtle.

- **Development allowed for in the existing San Jose and Santa Clara County General Plans with or without the UGB would result in cumulatively significant impacts upon Special Status Species by reducing their habitats. These impacts are the result of development of designated land uses allowed by the General Plans already, and are not the result of adoption of the UGB. Implementation of the UGB could have a beneficial impact by reinforcing existing City and County policies which serve to limit development in the foothills and baylands, minimizing the potential for habitat loss. (ADOPTION OF THE UGB WOULD NOT CAUSE IMPACTS TO SPECIAL STATUS SPECIES, NOR WOULD IT INCREASE THE IMPACTS TO SUCH SPECIES OR REDUCE THE ABILITY OF THE CITY AND COUNTY TO MITIGATE OR AVOID SUCH IMPACTS.)**

Heritage and Ordinance-Sized Trees

The City of San Jose has a tree removal ordinance which recognizes aesthetic, erosion control, and other values of trees within the City. The ordinance places restrictions on the removal of trees which are over 18 inches in diameter at a height of two feet above ground (City of San Jose Civil Code (13.32.020)). The City of San Jose has also adopted a Heritage Tree List (Resolution 56609) that provides official recognition and protection for trees on private and public property that are of special significance because of their history, girth, height, species or unique quality.

Growth associated with the existing General Plans from the development of adopted land uses and supportive public facilities would potentially impact Heritage and Ordinance sized trees, including native oaks and non-native landscape trees. Specific impacts to trees would depend upon final site design of future developments. In addition to the impacts associated with development of adopted land uses, implementation of the General Plans will include roadway improvements and infrastructure development within the City Limits.

Intensification Corridors

The existing General Plans allow for residential development along the intensification corridors. Notable ordinance sized trees, including native oaks and early ornamental tree plantings, are found in the Stevens Creek, Winchester, and Capitol intensification corridors. Some of the large trees found in agricultural fields and near residences may meet the criteria for listing as heritage trees.

Urban Reserve

Both the South Almaden Valley and Coyote Valley Urban Reserves support native and non-native trees of ordinance size. Large native trees in the South Almaden Valley Urban Reserve may meet the criteria for listing as heritage trees due to their age, size, or form.

- **Development allowed for in the existing San Jose and Santa Clara County General Plans with or without the UGB could result in cumulatively significant losses of ordinance-sized trees. These impacts are the result of development of designated land uses allowed by the General Plans already, and are not the result of adoption of the UGB. (ADOPTION OF THE UGB WOULD NOT CAUSE IMPACTS TO ORDINANCE SIZED TREES, NOR WOULD IT INCREASE THE LIKELIHOOD OR SEVERITY OF THE IMPACTS TO SUCH TREES WHICH MIGHT BE CAUSED BY IMPLEMENTATION OF THE GENERAL PLANS.)**

3. Vegetation and Wildlife Mitigation

Cumulatively significant vegetation and wildlife impacts which are anticipated to occur as a result of implementation of the City's General Plan, with or without a UGB in place, would be mitigated or avoided by adherence to the following General Plan goals and policies:

NATURAL RESOURCES

Natural Communities and Wildlife Habitats

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| Goal | To protect the biological diversity and scenic characteristics of grasslands, woodlands, chaparral and scrub in hillside areas. |
| Policy 1. | The nature and amount of public access to wooded areas and grasslands, when allowed, should be consistent with the environmental characteristics of these areas. |
| Policy 2. | The use of motorized off-road vehicles should be limited, and strictly regulated, in woodlands, grasslands, and hillside areas. |

- Policy 3.** The City should cooperate with other agencies in the preservation of hillside vegetation.
- Policy 4.** Grading should be designed to minimize the removal of significant vegetation.
- Policy 5.** The City should preserve and protect oak woodlands, and individual oak trees, to the greatest extent feasible.
- Policy 6.** The City should encourage appropriate reforestation and planting projects in hillside areas.
- Policy 7.** Appropriate agricultural practices should be encouraged in hillside areas.
- Policy 8.** Serpentine grasslands, particularly those supporting sensitive serpentine bunchgrass communities of plant and animal species of concern, should be preserved and protected to the greatest extent feasible. When disturbance cannot be avoided, appropriate measures should be required to restore, or compensate for loss of serpentine bunchgrass communities or habitat of species of concern.

Riparian Corridors

- Goal** Preserve, protect, and restore riparian corridors and upland wetlands within the City of San Jose's Sphere of Influence.
- Policy 1.** Upon completion of the Riparian Corridor Study, the City should adopt specific Riparian Corridor Development Design Guidelines to protect the biotic resource values of riparian corridors. Included in these guidelines should be the establishment of riparian setback areas between the outside edge of riparian habitat (or top of bank, whichever is greater) and adjacent development.
- Policy 2.** Creeks, natural riparian corridors, and upland wetlands should be preserved whenever possible. When disturbances cannot be avoided, appropriate measures should be required to restore, or compensate for damage to, the creeks or riparian corridors.
- Policy 3.** New development adjacent to riparian corridors should be designed to minimize encroachment of lighting and exotic landscaping into the riparian zone.
- Policy 4.** The City should encourage appropriate native plant restoration projects along riparian corridors, upland wetlands, and in adjacent upland areas.
- Policy 5.** New recreational trails should be located to avoid disturbance of riparian plant communities and wildlife habitat.

Bay and Baylands

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|------------------|--|
| Goal | Preserve and restore natural characteristics of the Bay and adjacent lands, and recognize the role of the Bay's vegetation and water area in maintaining a healthy regional ecosystem. |
| Policy 1. | The baylands should be preserved and restored in a manner consistent with the fragile environmental characteristics of this area and the interest of the citizens of San Jose in a healthful environment. |
| Policy 2. | Urban development in the baylands is discouraged unless it can be shown that it results in no net loss of baylands habitat value. |
| Policy 3. | The City should cooperate with the County, U.S. Army Corps of Engineers, EPA, U.S. Fish & Wildlife Service, California Department of Fish and Game, and other appropriate jurisdictions to prevent the degradation of baylands by discouraging new filling or dredging of Bay waters and baylands. |
| Policy 4. | The City, in cooperation and, where appropriate, consultation with other interested agencies, should encourage the restoration of diked historic wetlands, including salt ponds, to their natural state by opening them to tidal action. |
| Policy 5. | The City should continue to participate in the Santa Clara Valley Non-Point Source Pollution Control Program and take other necessary actions to meet regional water quality standards which are implemented through the National Pollution Discharge Elimination System Permits and other measures. |
| Policy 6. | No development which creates adverse impacts on the National Wildlife Refuge in South San Francisco Bay should be permitted. |

Species of Concern

- | | |
|------------------|---|
| Goal | Preserve habitat suitable for Species of Concern, including threatened and endangered species. |
| Policy 1. | Consideration should be given to setting aside conservation areas in the Bay and baylands, along riparian corridors, in upland wetlands, and hillside areas to protect habitats of unique, threatened and endangered species of plants and animals, and to provide areas for educational and research purposes. |
| Policy 2. | Habitat areas that support Species of Concern should be retained to the extent feasible. |
| Policy 3. | Recreational uses in wildlife refuges, nature preserves and wilderness areas in parks should be limited to those activities which have minimal impact on sensitive habitats. |

Urban Forest

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| Goal | Preserve, protect, and increase plantings of urban trees within the City. |
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- Policy 1.** The City should continue to support volunteer urban forestry programs that encourage the participation of interested citizens in tree planting and maintenance in neighborhoods and parks.
- Policy 2.** Development projects should include the preservation of ordinance-sized and other significant trees. Any adverse affect on the health and longevity of native oaks, ordinance sized or other significant trees should be avoided through appropriate design measures and construction practices. When tree preservation is not feasible, the project should include appropriate tree replacement. In support of these policies, the City should:
- Continue to implement the Heritage Tree program and Tree Removal Ordinance.
 - Consider the adoption of Tree Protection Standards and Tree Removal Mitigation Guidelines.
- Policy 3.** The City encourages the maintenance of mature trees on public and private property as an integral part of the urban forest. Prior to allowing the removal of any mature tree, all reasonable measures which can effectively preserve the tree should be pursued.
- Policy 4.** In order to realize the goal of providing street trees along all residential streets, the City should:
- Continue to update, as necessary, the master plan for street trees which identifies approved species.
 - Require the planting and maintenance of street trees as a condition of development.
 - Prepare a program for management and conservation of street trees which catalogs street tree stock replacement and rejuvenation needs and identifies alternative means by which these needs can be satisfied. This program should be reviewed periodically as part of the Capital Improvement Program process.
- Policy 5.** The City should encourage the selection of trees appropriate for a particular urban site. Tree placement should consider energy saving values, nearby powerlines, and root characteristics.
- Policy 6.** Trees used for new plantings in urban areas should be selected primarily from species with low water requirements.
- Policy 7.** Where appropriate, trees that benefit urban wildlife species by providing food or cover should be incorporated in urban plantings.

- Policy 8.** Where urban development occurs adjacent to natural plant communities (e.g. oak woodland, riparian forest), landscape plantings should incorporate tree species native to the area to the greatest extent feasible.

Water Resources

- Policy 5.** The City should protect groundwater recharge areas, particularly creeks and creeksides, and riparian corridors.

COMMUNITY DEVELOPMENT

Urban Design

- Policy 15.** In order to realize the goal of providing street trees along all residential streets, the City should:

- Continue to update, as necessary, the master plan for street trees which identifies approved varieties.
- Require the planting and maintenance of approved varieties of street trees as a condition of development.
- Continue the program for management and conservation of street trees which catalogs street tree stock replacement and rejuvenation needs. Continue to work with volunteer urban forestry programs (San Jose Beautiful/Our Urban Forest) to promote tree planting and maintenance by residents.

- Policy 17.** Development adjacent to creekside areas should incorporate compatible design and landscaping including plant species which are native to the area or are compatible with native species.

Hillside Development

- Policy 6.** In general, grading in hillsides should be minimized. When grading or recontouring of the terrain is necessary, it should be designed to preserve the natural character of the hills and to minimize the removal of significant vegetation.
- Policy 10.** The preservation of existing trees, rock outcroppings and other significant features is encouraged.
- Policy 12.** The City encourages the preservation of hillside vegetation and, if vegetation must be removed, it should require appropriate revegetation and planting projects in hillside areas.

The following project-level measures would be required at the time that specific projects are implemented to reduce potential impacts associated with new construction or tree removal in sensitive habitats:

- Best Management Practices would be applied under the NPDES permit program to limit erosion and sedimentation of streams.
- Tree removal would be limited from riparian corridors and other sensitive habitats during the spring nesting season for birds.
- Future development that impacts rivers, lakes, streambeds or wetlands would be required to conform to the permitting and mitigation requirements of the U.S. Army Corps of Engineers under provisions of Section 404 of the Clean Water Act and/or the California Department of Fish and Game under Sections 1601/1603 of the Fish and Game Code. Projects would be required to submit these permits to the City prior to commencing construction.
- Future development located adjacent to riparian and wetland habitats would be discouraged from introducing exotic (non-native) plants and animals. Landscape plans and proposed species lists will be subject to the review and approval of the Director of Planning as part of the development permit process.
- Burrowing Owl surveys may be required at future development sites with potential habitat for this species. These surveys would be conducted by a qualified biologist in accordance with the adopted California Department of Fish and Game survey protocol for this species.
- Adequate surveys of special status plant and animal species would be conducted during the appropriate flowering or activity period, at the time that future rezonings or development permits are proposed on sites exhibiting evidence of the potential presence of such species.

No mitigation is required to reduce impacts of adopting the UGB, because the UGB will not cause significant vegetation and wildlife impacts. Conformance with General Plan goals and policies, and adherence to existing laws and regulations, will reduce cumulatively significant vegetation and wildlife impacts to a less than significant level.

H. TRANSPORTATION

This section is based, in part, on a report prepared by Barton Aschman Associates, which is included in its entirety in Appendix D. The transportation analysis begins with a review of existing travel conditions. The report then goes on to outline the methodology and assumptions used to project future traffic volumes and identifies the conditions on the planned transportation system which might be anticipated to occur as a result of implementation of the development planned for in the City of San Jose by the year 2010.

1. Existing Setting

The existing transportation system serving the City of San Jose is described in this section. The transportation system includes the roadway network, transit system, and trails and pathways for pedestrians, bicycles, and equestrians.

Roadway System

The roadway system can be divided into the following functional classifications: freeways, expressways, arterials, collectors, and neighborhood streets.

Freeways

Freeways are designed for the purpose of traffic movement and eliminate conflicts between opposing traffic movements. The State of California Department of Transportation (Caltrans) is responsible for constructing and maintaining these state facilities. Freeways serving the City of San Jose include U.S. Highway 101 (U.S. 101), Interstate Highway 880 (I-880), State Route 17 (SR 17), SR 237, I-680, I-280, SR 85, and SR 87.

U.S. 101 runs in a north/south direction through San Jose providing regional mobility from Los Angeles in southern California to San Francisco and points north beyond the California-Oregon state line. Through most of San Jose, U.S. 101, known as the Bayshore Freeway, has six mixed-flow lanes plus high-occupancy vehicle (HOV) or carpool lanes. In southern San Jose, south of Bernal Road, the HOV lanes terminate and U.S. 101 narrows to four lanes.

I-880, the Nimitz Freeway, also runs in a north/south direction from I-80 and the San Francisco-Oakland Bay Bridge through the East Bay to San Jose, eventually becoming SR 17 at its junction with I-280. SR 17 connects San Jose and Santa Cruz. In San Jose, I-880/SR 17 is a four-lane facility north of U.S. 101, a six-lane facility between U.S. 101 and SR 85 in southern San Jose, and a four-lane facility from SR 85 south through the mountains to Santa Cruz.

I-680 originates in the North Bay at I-80 in Cordelia near Fairfield. It extends through Walnut Creek and Pleasanton in the East Bay and ends in San Jose where it meets I-280 at the junction of U.S. 101. In San Jose I-680, known as the Sinclair Freeway, has four lanes in each direction of travel.

I-280 runs in a predominately north/south direction from San Francisco through the peninsula to its junction with I-680 in San Jose. In the South Bay, however, I-280 generally

runs in an east/west direction. Known as the Junipero Serra Freeway, I-280 has eight to ten lanes. Two lanes are designated as HOV lanes west of I-880.

SR 85, the West Valley Freeway encircles the South Bay in conjunction with U.S. 101. SR 85 has its terminals at U.S. 101 near Moffett Boulevard in Mountain View and near Bernal Road in southern San Jose. This six-lane facility runs in an east/west direction through southern San Jose with light rail transit running in the median east of SR 87.

SR 87 runs in a north/south direction along the Guadalupe River connecting U.S. 101 in northern San Jose with SR 85 in southern San Jose. Light rail transit runs in the median between downtown San Jose and its terminus at SR 85. Presently it is a four-lane freeway in the vicinity of Downtown San Jose beginning at Taylor Street and extending south to SR 85. Future plans also include the upgrading of Guadalupe Parkway (SR 87) north of Taylor Street to a six-lane freeway.

State Highway 237 runs in an east/west direction between Mountain View and Milpitas. Within San Jose, Highway 237 operates as a four-lane freeway. Carpools and busses are allowed to operate on the shoulder in the peak direction during the peak commute periods.

Expressways and State Highways

Expressways, which include state highways, also primarily serve to move through traffic, providing limited access to abutting properties. Grade-separated interchanges are found at some intersecting streets, while other intersections are controlled by traffic signals. The expressways, excluding state highways, are the responsibility of Santa Clara County.

State Highway 82 extends from U.S. 101 near Blossom Hill Road in San Jose through the peninsula to I-280 in San Francisco. In southern San Jose, it parallels U.S. 101 as Monterey Highway into downtown San Jose where it becomes First Street, Market Street, San Carlos Street, Autumn/Montgomery Streets, The Alameda, and finally El Camino Real. The facility varies between four and six lanes in width.

Lawrence Expressway runs in a north/south direction on the western edge of San Jose. This heavily traveled eight-lane facility with HOV lanes extends from State Highway 237 in Sunnyvale, through Santa Clara, and into San Jose ending at Saratoga Avenue.

San Tomas Expressway extends from Montague Expressway at U.S. 101 in the north through Santa Clara and San Jose to SR 17 in the south where it becomes Camden Avenue. This facility is six to eight lanes wide with the right-most lanes designated as HOV lanes.

Montague Expressway runs in a primarily east/west direction from U.S. 101 through Santa Clara, San Jose and Milpitas to I-680. The roadway is six to eight lanes wide with the right-most lanes designated as HOV lanes.

Central Expressway, a four-lane facility, runs in an east/west direction through northern Mountain View, Sunnyvale, Santa Clara, and San Jose. It ends in San Jose at De La Cruz Boulevard near San Jose International Airport.

Almaden Expressway connects southern San Jose and the Almaden Valley with Downtown San Jose. This six-lane expressway ends at Alma Avenue where it becomes a one-way couplet on Vine Street and Almaden Avenue.

Capitol Expressway serves primarily residential uses in southern and eastern San Jose, and extends eastward from Hillsdale Avenue at Almaden Expressway. After crossing U.S. 101, Capitol Expressway turns northward running through eastern San Jose and ends at I-680 in the Alum Rock area.

Southwest Expressway is a four-lane roadway following a rail and utility corridor from I-280 in a southwesterly direction to Bascom Avenue.

Other Roadways

San Jose is also served by a network of arterial, collector, and neighborhood streets. Arterial streets function with the main purpose of serving through traffic not served by expressways or freeways. Secondly, arterials also provide access to abutting properties. Collector streets serve the internal traffic movements within an area and connect with arterial streets. Collector streets provide access to adjacent land rather than serving through traffic. Neighborhood streets are designed solely to provide access to abutting properties. The City of San Jose is responsible for the construction and maintenance of these local roadways.

High-Occupancy Vehicle (HOV) Lanes

a number of roadways in the San Jose area include lanes designated for carpools and buses. These HOV lanes are usually operational between 5:00 AM and 9:00 AM during the morning commute period and between 3:00 PM and 7:00 PM during the evening commute period. During off-peak periods, the HOV lanes become general mixed-flow lanes. Carpools are defined as having two or more persons per vehicle.

Transit System

The transit system serving the City of San Jose consists of light-rail and bus service provided by the Valley Transportation Authority (VTA), and commuter rail service provided by CalTrain.

VTA operates 74 bus routes (approximately 55 lines within San Jose) covering nearly 2,500 miles of roadway and over 4,600 stops with a total active fleet of more than 450 vehicles. During weekday commute hours, approximately 375 buses are deployed. During these peak periods, 15- to 30-minute headways are common. During off-peak periods and weekends, service is trimmed with bus headways averaging between 30 and 60 minutes. VTA also operates express bus service with limited stops linking residential areas of San Jose with major industrial centers.

Light rail service is also operated by VTA. Light rail lines function on the surface street level making use of overhead electrical cables to provide power to the rail cars. Light rail service extends from the Santa Teresa and Almaden residential areas of southern San Jose following in the median of SR 85 and SR 87 into downtown San Jose. Within downtown, light rail vehicles traverse eastbound and westbound on San Carlos, northbound on First Street, and

southbound on Second Street. Light rail lines then continue northward on First Street past the Civic Center and into the industrial areas of northern San Jose turning westward at Tasman Drive and ending near the Great America Amusement Park in Santa Clara. The 20-mile route includes a total of 33 stations (30 stations in San Jose). Service is provided seven days a week with 10-minute headways during weekday commute periods, and 15-minute headways during off-peak periods and weekends. Construction is currently underway for an extension along Tasman Drive into the City of Sunnyvale.

CalTrain Peninsula Rail Service provides commuter rail service between San Francisco, the Peninsula, and the South Bay. Service has recently been extended to include Morgan Hill and Gilroy in southern Santa Clara County during weekday commute periods. Four CalTrain stations serve San Jose—San Jose Diridon Station, located near West San Fernando Street west of the downtown area; Tamien, located at Alma Avenue and Lick Avenue; Capital, located near the junction of Capitol Expressway and Monterey Road, and Blossom Hill, located at Monterey Highway and Ford Road, near Blossom Hill Road. CalTrain is operated by the Peninsula Corridor Joint Powers Board and AMTRAK in cooperation with the San Mateo County Transit District (Sam Trans), VTA, and San Francisco Municipal Railway (Muni). During weekday commute periods, train headways vary between 15 and 30 minutes. Trains operate at one-hour headways during off-peak periods on weekdays and one- to two-hour headways during nights and weekends.

Transfers between different modes of transportation and connections between bus lines are provided at several multimodal stations and transit centers within San Jose. The Downtown Transit Mall, located on the one-way couplet of First and Second Streets, provides connections between light rail transit and over 15 bus lines. The transit mall is specifically designed for high pedestrian use. The roadways traversing the transit mall carry little through traffic, primarily functioning to serve transit and service vehicles. One lane on each street is reserved exclusively for buses, leaving a single lane in each direction for general purpose mixed-flow traffic. Connections between light-rail transit and CalTrain are provided at the Tamien Station, in south-central San Jose. Three bus routes also serve this multimodal station. In eastern San Jose, the Eastridge Transit Center provides a convenient transfer point for 12 bus routes.

VTA also provides park-n-ride lots for commuters to promote public transit and ride sharing. The VTA provides 33 park-n-ride lots in Santa Clara County—more than any other transit district in Northern California. Within San Jose, commuters can form carpools or vanpools or access public transit at 20 park-n-ride lots.

RIDES for Bay Area Commuters, a non-profit organization, assists commuters in forming carpools and vanpools by providing callers with a computerized list of people who travel to the same work location. Carpools allow commuters to rotate driving responsibilities, share commute costs, and save time by using carpool lanes where provided. Vans are available to groups of 10 to 15 commuters who share the costs while the driver rides free.

Trails and Pathways

The system of trails and pathways serving the City of San Jose provide recreational opportunities for joggers, hikers, equestrians, and bicyclists. The trail system links developed urban areas of San Jose with the nearby regional parks and open spaces.

Besides the recreational benefits, bikeway facilities offer residents an alternate means of transportation to and from work, school, and other destinations. Currently, about 70 of the 2,100 miles of City streets are designated bikeways. However, the bicycle lanes are not integrated to form a bikeway system. The City of San Jose has developed a Comprehensive Bicycle Master Plan. The plan aims toward the ultimate goal of creating a bikeway system that will make bicycle travel safe, direct and convenient. Increased health and fitness of residents, improved air quality, and a more cost-effective use of the existing transportation system are among the potential benefits sought from the bicycle program.

Existing Travel Patterns

This section describes the existing travel characteristics in Santa Clara County, and where appropriate focuses specifically on travel behavior within the City of San Jose. The major employment and activity centers which produce and attract traffic are identified. Also discussed is the geographic distribution of trips and mode split characteristics. The resulting patterns of vehicular traffic flow and transit usage are described and critical transportation corridors are identified.

Both Santa Clara County and San Jose have experienced significant growth in population and employment within the last 20 years. In fact, Santa Clara County had the greatest number of new residents of any Bay Area county, with population growing by over 100,000 people between 1990 and 1995, an increase of over seven percent. The City of San Jose plays an important role in Santa Clara County. The 1995 population of San Jose, according to ABAG, was 879,900 and comprised over half the county's population. As the area continues to grow, the transportation system will be placed under an ever-increasing burden.

Major Employment and Activity Centers

The existing travel patterns in Santa Clara County revolve around a variety of major employment and activity centers. Major employment centers in the County are commonly low-density, campus-style developments. They often include corporate headquarters, research facilities, and/or industrial parks related directly or indirectly to the electronics industries. Due to the dense concentration of electronics companies, Northern Santa Clara County is frequently called Silicon Valley. Major employment centers in Santa Clara County are listed below with the key businesses and facilities that comprise each.

Major Employment Centers

The North San Jose employment center encompasses the Rincon de los Esteros Redevelopment Area and nearby industrial development in Milpitas and Santa Clara. Cisco Systems, Altera, Cadence, Hyundai, Hewlett-Packard, Sony, Loral, Kaiser Electronics, Fujitsu, Amdahl, Conner Peripherals, Quantum, LSI Logic, Applied Materials, 3Com, OCTEL, Ungerman-Bass, and Intel are major employers in this area.

The San Jose Civic Center is located on North First Street approximately one mile north of downtown San Jose. San Jose City Hall and the Santa Clara County Administration, Court-house and Jail are among the community facilities that employ workers in this center.

The Edenvale Redevelopment Area, located around the Bernal/U.S. 101 interchange in south San Jose, is a developing industrial area that presently includes Santa Teresa Hospital, IBM and Cisco Systems.

The Great America Business Area in northern Santa Clara contains a diversity of uses including many multi-tenant office buildings, the Great America Amusement Park, the Santa Clara Convention Center, Mission College, and Xidex Corporations.

Located near I-280 and Wolfe Road in Cupertino, the Vallco Industrial Park is home to Hewlett-Packard, and Tandem Corporations. Additionally, Apple Computers occupies a large campus-style development nearby in the Cupertino central business district (CBD). Adjacent to this major employment center is the Vallco shopping center, a large regional retail development that attracts a significant number of non-work trips.

a fairly large proportion of workers are employed at the Moffett Business Park located north of Highway 237 in Sunnyvale. Lockheed-Martin Corporation and ESL are among the major employers here.

a variety of uses attract trips to the Shoreline Area of Mountain View. Employers in the area include Ames Research Center, SUN Microsystems, and Ford Aerospace. Shoreline Amphitheater also generates traffic in the area.

The Stanford Research Park located near Stanford University and the Stanford Shopping Center in Palo Alto is the center of much activity. Employers such as Hewlett-Packard, Varian, and Syntex draw a large number of commute trips.

Major Mixed-Use Activity Centers

Downtown San Jose is the focus of much activity related to the San Jose Convention Center, numerous theaters, museums, hotels, and restaurants. Recent construction of mid- and high-rise office space is adding a significant number of jobs to this central location. The nearby location of San Jose State University also attracts a significant quantity of commute trips.

The San Jose International Airport draws trips from throughout Santa Clara County, adjacent Bay Area counties, and the Central Valley. Airport traffic has increased significantly in recent years, with future projections showing 17.6 million annual passengers by 2010. Clustered around the airport are many hotels and related services. The Airport Business Park also attracts commute trips.

Geographic Distribution of Trips

The 1990 Census long form¹⁵ questioned respondents about the length of their commute trip. Relatively few San Jose travelers to work, less than 10 percent, reached their work place in less than 10 minutes. Over 60 percent had commute times less than 30 minutes, and about 85 percent had commute times less than 45 minutes. The average travel time to work was 25.5 minutes.

¹⁵ This data base is used in this discussion because there has been no more recent study with as broad a scope.

The growing imbalance and displacement between jobs and housing within the Bay Area has caused the proportion of workers who commute to jobs outside their county of residence to increase. In Santa Clara County between 1980 and 1990, the number of intercounty commuters grew by more than 60 percent compared to an increase of less than 20 percent for intracounty commuters.

The number of workers in-commuting to fill jobs in Santa Clara County is much greater than the number of Santa Clara County residents out-commuting to jobs in other counties. The 1990 Census data showed that approximately 89 percent of Santa Clara County employed residents worked in Santa Clara County. Focusing on the City of San Jose, approximately 91 percent of employed residents worked in Santa Clara County in 1990.

Mode Split

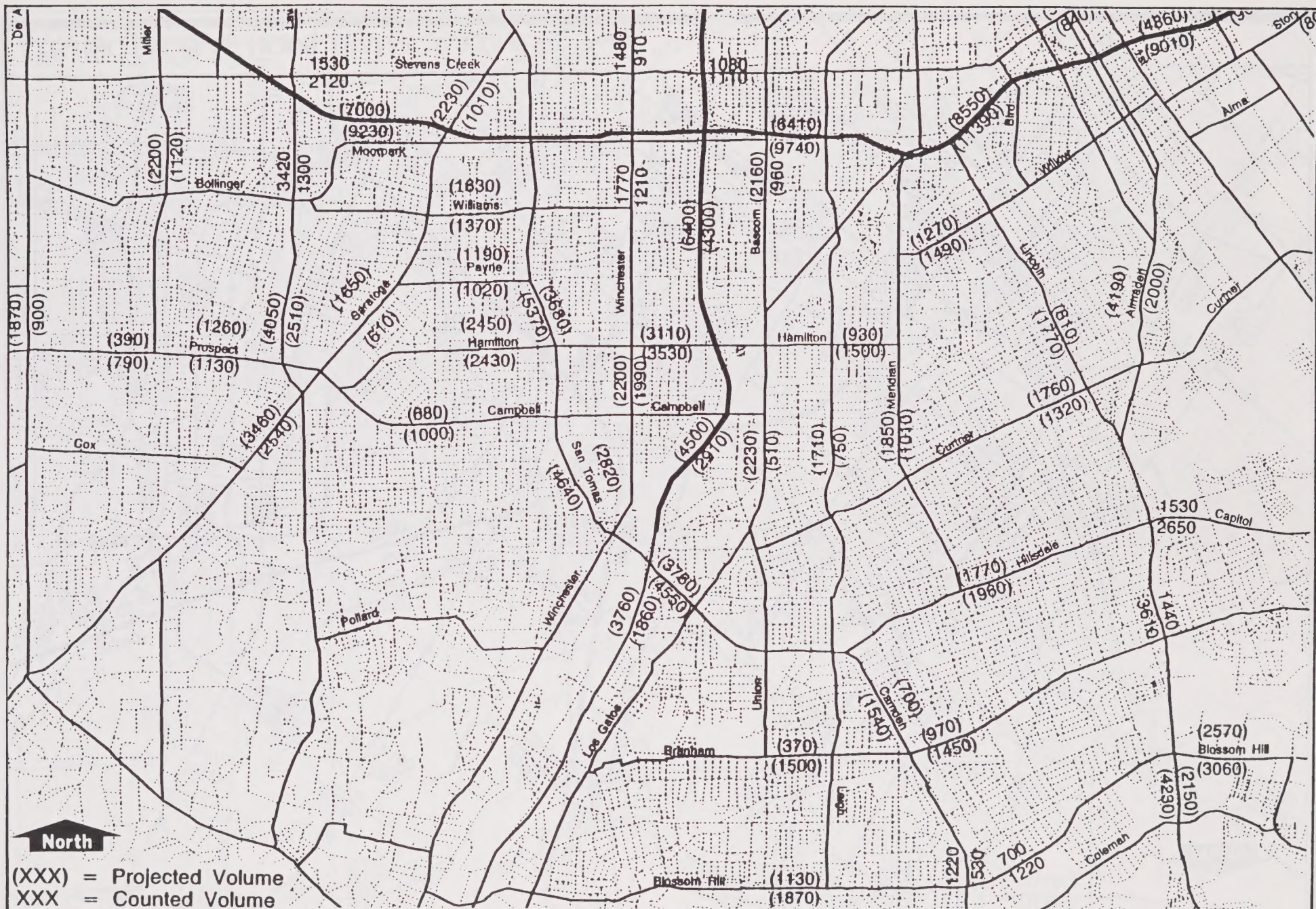
Based on 1990 census data, travelers to work choose from a variety of modes of transportation. The most popular means of transportation to work is privately owned vehicles. Ninety-one percent of San Jose workers drove to their jobs—approximately 76 percent drive alone and nearly 15 percent carpool. The percentage of Santa Clara County workers who drive to work (90 percent) is almost equal; however, a smaller percentage of workers carpool, about 12 percent. Public transit carries 3.5 percent of San Jose workers to their jobs. a few San Jose workers walk to work (1.6 percent) or bicycle (0.6 percent). Other means of transportation account for 1.5 percent of work trips. a small but growing number of workers work at home. In San Jose, 1.9 percent of workers worked at home in 1990, compared to 1.3 percent in 1980.

Transit Usage

The Valley Transportation Authority (VTA) has reported 33 consecutive months of increasing system ridership on the county-wide transit system. The average weekday ridership is now approximately 185,000. Transit ridership in the County is increasing faster than the rate of population growth. VTA has also expanded service hours so that transit services are available 24 hours a day.

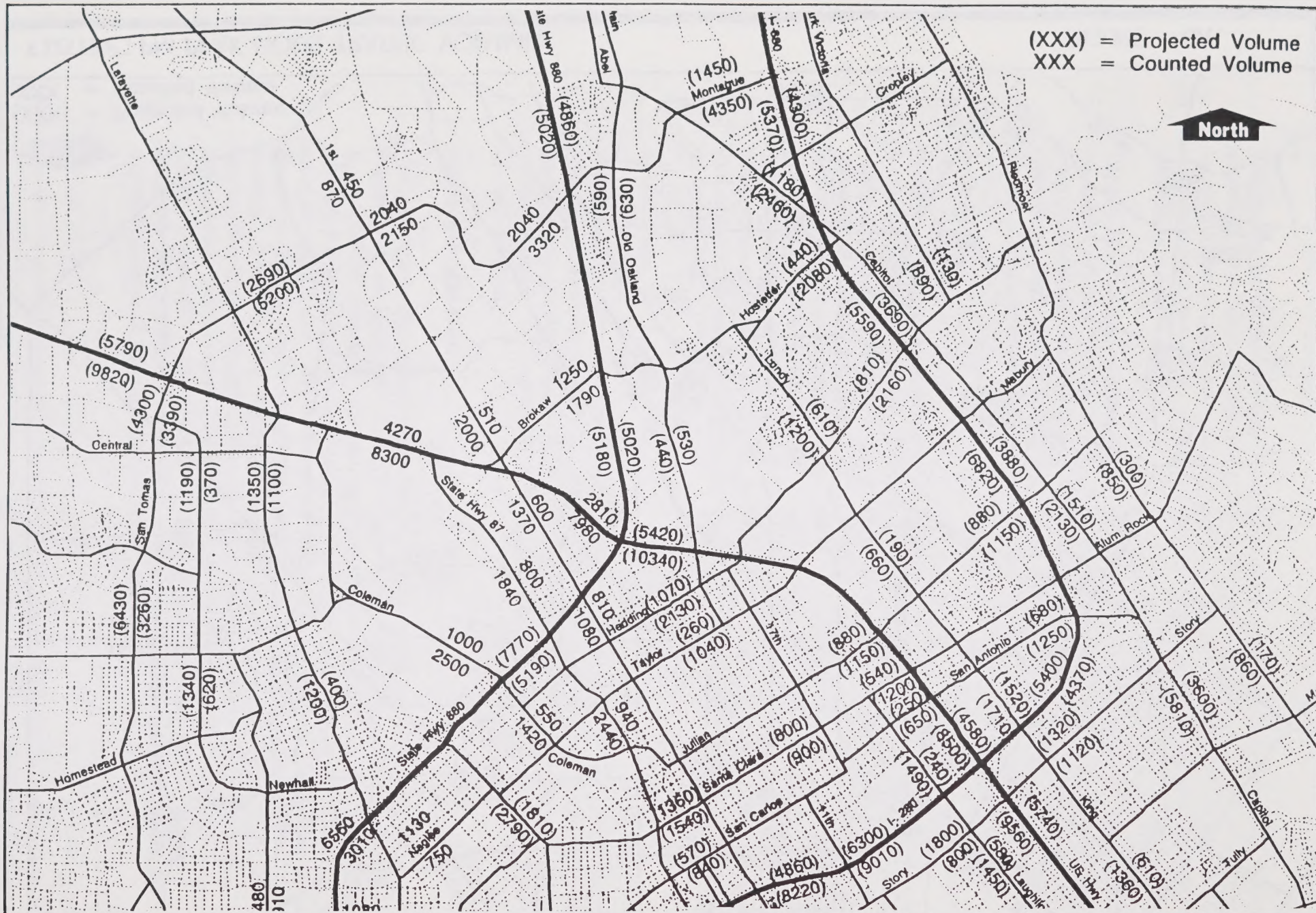
Vehicular Traffic Flow

Various transportation studies have previously focused on relatively small study areas describing the existing traffic volumes in downtown San Jose for example, or in the vicinity of a proposed development. However, there exists no comprehensive source of traffic data available that provides a current, complete, and consistent set of traffic volumes covering the entire city street system. The Metropolitan Transportation Commission (MTC) has a travel demand model that covers the entire Bay Area. Barton-Aschman Associates used MTC's model to simulate the recent PM peak-hour traffic volumes in San Jose by assigning MTC's existing PM trip table (based on existing land uses and demographic data) to the existing transportation system. Figure 6 illustrates the estimated existing traffic volumes on major roadways in San Jose. In the absence of traffic counts, the simulated volumes should adequately show existing PM peak-hour travel patterns and provide insight regarding the magnitude of demand that exists for various corridors.



EXISTING PM PEAK HOUR TRAFFIC VOLUMES

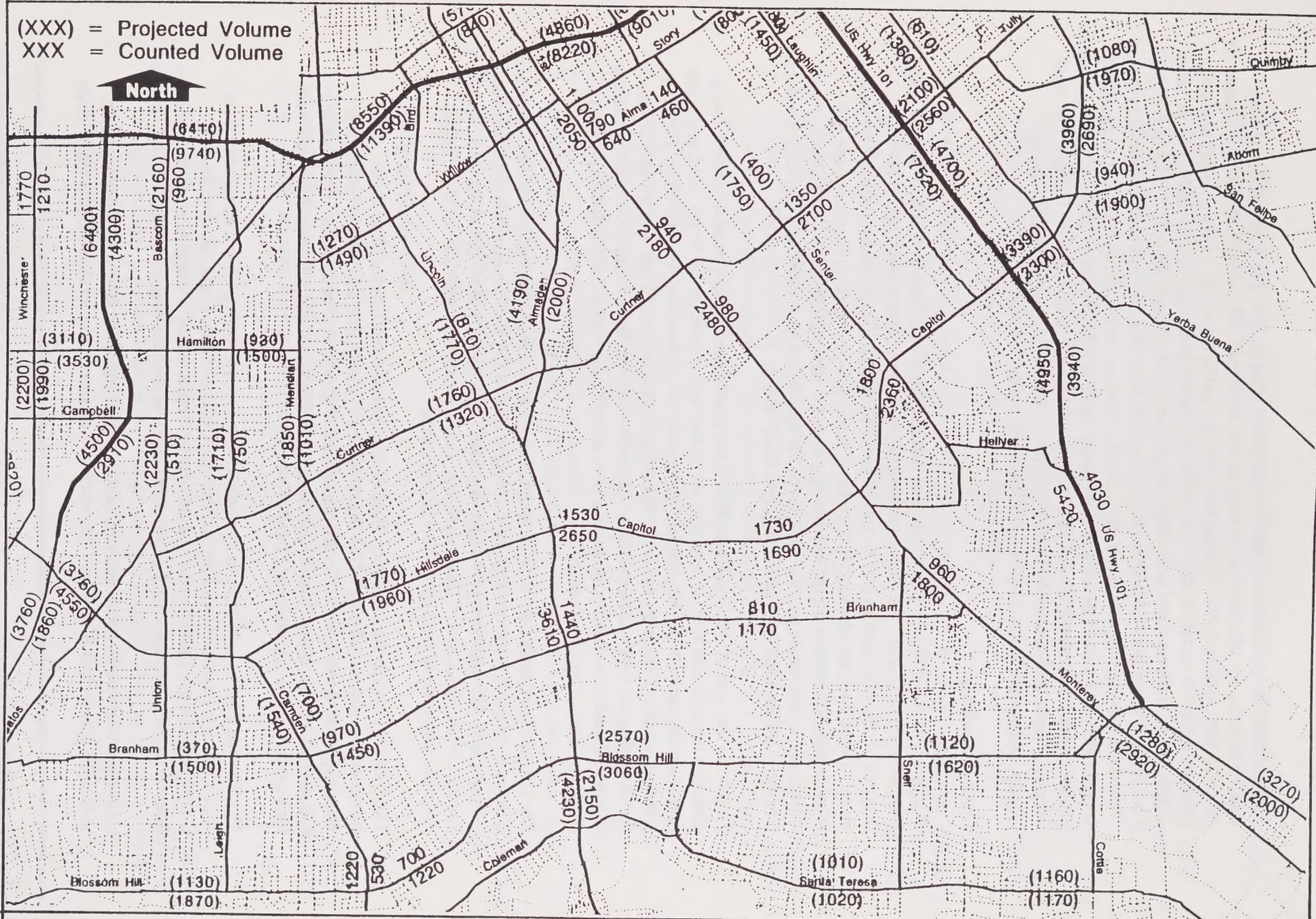
FIGURE 6A



EXISTING PM PEAK HOUR TRAFFIC VOLUMES

FIGURE 6B

(XXX) = Projected Volume
 XXX = Counted Volume



EXISTING PM PEAK HOUR TRAFFIC VOLUMES

FIGURE 6C

An important factor influencing traffic operations is the time of day distribution of daily traffic volumes. In urbanized areas such as San Jose, traffic flow has definite trends based on temporal commute patterns. During the morning, traffic generally peaks on most roadways between 6:00 AM and 9:00 AM. The 1990 census revealed that over 30 percent of all Santa Clara County workers leave home beginning their travel to work between 7:00 AM and 8:00 AM. The shoulder hours before and after the peak hour had approximately 19 and 20 percent of workers leaving home, respectively. Traffic volumes during the AM peak hour generally ranged between 8 and 11 percent of the average daily traffic volumes. In the afternoon, traffic generally peaks between 3:00 PM and 7:00 PM. The peak hour varies by location but most frequently ends between 5:00 PM and 6:00 PM. The PM peak-hour volume usually comprised between 9 and 12 percent of the daily traffic volume.

Critical Corridors

The travel patterns within San Jose can be meaningfully described in terms of several critical corridors which connect the many diverse planning areas that comprise the City. Physical features of the area, such as rivers, creeks, hills, and valleys, define many natural corridors of travel. Other corridors develop in service of major activity centers. In either case, the relationship between the travel demand in a corridor and the capacity of the roadways that comprise the corridor is an important focus for future planning activities. Critical corridors that serve the San Jose area are described briefly below.

Following the path of the Guadalupe River, the Guadalupe Corridor runs in a north-south direction through San Jose. It connects the dense employment in the North and Central San Jose planning areas, with the primarily residential South San Jose, Willow Glen, Edenvale, and the Cambrian/Pioneer planning areas. Major roadways which traverse all or portions of the Guadalupe Corridor include SR 87, North First Street, De La Cruz Boulevard, Coleman Avenue, Fourth Street, Autumn Avenue, Almaden/Vine Avenues, Almaden Expressway, Almaden Road, Lincoln Avenue, Pearl Avenue, and Vista Park Drive.

The Coyote Corridor extends from Central San Jose southward through the South San Jose, Edenvale, and Coyote planning areas. Roughly defined by the Coyote Valley, the corridor includes U.S. 101 and Monterey Highway/South First Street and all streets between including Second Street, Third Street, Seventh Street, Tenth Street, Eleventh Street, McLaughlin Avenue, Senter Road, and Santa Teresa Boulevard.

The Vasona Corridor runs between Central San Jose and the Town of Los Gatos. The corridor also serves residents of the West Valley, Willow Glen, and Cambrian/Pioneer planning areas. State Route 17 is the prime facility traversing the corridor. Other parallel routes include Winchester Boulevard, Bascom Avenue, Los Gatos Boulevard, Southwest Expressway, Union Avenue, and Leigh Avenue.

The Stevens Creek Corridor runs in an east/west direction through the Central and West Valley planning areas of San Jose and into the Cities of Santa Clara, Sunnyvale, and Cupertino. Stevens Creek Boulevard/San Carlos Street, I-280, Moorpark Avenue, Hedding Street/Pruneridge Avenue, and Forest Avenue are among the major roadways in this corridor.

Commuters between Central San Jose and the Alum Rock and Berryessa planning areas utilize the Alum Rock Corridor. This east/west corridor includes Santa Clara Street/Alum

Rock Avenue, Julian Street/McKee Road, San Antonio Street, Taylor Street/Mabury Road, and Hedding Street/Berryessa Road.

The hills on either side of the Almaden Valley physically define a critical corridor of travel into the Almaden and Calero planning areas. The Almaden Corridor contains Almaden Expressway, Camden Avenue, Meridian Avenue, Almaden Road, and McKean Road.

The Evergreen Corridor serves to connect the Evergreen and San Felipe planning areas with other areas in San Jose. Running in a northwest/southeast general direction, the major roadways that comprise this corridor include Story Road, Ocala Avenue, Cunningham Drive, Tully Road, Quimby Road, Aborn Road, Silver Creek Road, Yerba Buena Road, San Felipe Road/White Road, King Road, and Capitol Expressway.

Intercounty mobility is provided by the Fremont Corridor, which connects San Jose, Milpitas, and other South Bay cities with Fremont and other cities in Alameda County. Travel in this currently congested corridor is via I-880, I-680, Milpitas Boulevard, Main Street, Abel Street, Capitol Avenue, McCarthy Boulevard, and Park Victoria Boulevard.

The Tasman Corridor is primarily used by residents of the Berryessa planning area, the City of Milpitas, and Alameda County who work in the dense employment area called the “Golden Triangle” (the area bounded by I-880, U.S. 101, and SR 237, which contains portions of the North San Jose planning area). This east/west corridor includes SR 237, Tasman Drive, Montague Expressway, Trimble Road, and Brokaw Road.

The Santa Teresa Corridor runs in an east/west direction along the Santa Teresa Ridge providing internal circulation in the Edenvale planing area and an important connection between the Guadalupe and Coyote Corridors in southern San Jose. Roadways in this corridor include Santa Teresa Boulevard, Calero Avenue, SR 85, and Blossom Hill Road.

Located in the Coyote planning area, the Bailey Corridor runs in an east/west direction between U.S. 101 and McKean Road, connecting the Almaden and Coyote corridors. Presently, only one interchange with U.S. 101 exists in this area at Scheller Avenue, providing access to a landfill. Other parallel routes in the corridor include Emado Avenue, Laguna Avenue, and Richmond Avenue.

Existing Congestion

The transportation system serving the residents and workers of San Jose has predictable patterns of congestion during the peak commute periods. This section describes the recurring queues that form on freeway segments and identifies key intersections on the expressway and local street network that routinely operate under oversaturated conditions.

Freeways

Studies conducted by Caltrans indicated that 50 directional miles of freeway in Santa Clara County were congested for 15 minutes or more on a typical weekday. Congestion is defined as “stop-and-go” conditions where the average speed is less than 35 miles per hour. Such congestion is responsible for an estimated 10,440 vehicle hours of delay in Santa Clara County each day.

Some of the worst areas of congestion during the AM commute period include:

SR 17 Northbound from SR 9 to Lark Avenue,
SR 85 Northbound from Homestead Road to U.S. 101
SR 87 Northbound from I-280 to Santa Clara Street,
U.S. 101 Northbound from Capitol Expressway to SR 87,
U.S. 101 Southbound from San Mateo County Line to Shoreline Boulevard,
I-280 Northbound from Leland Avenue to Stevens Creek Boulevard,
I-280 Southbound from Lawrence Expressway to Saratoga Avenue, and
I-880 Northbound from SR 82 to Brokaw Road.

During the PM commute period, stop-and-go conditions are common on the following freeway segments:

SR 17 Southbound from I-280 to Hamilton Avenue,
SR 87 Southbound from Alma Avenue to Almaden Expressway,
U.S. 101 Southbound from Lawrence Expressway to Tully Road,
U.S. 101 Northbound from San Antonio Road to Oregon Expressway,
I-280 Southbound from Wolfe Road to Saratoga Avenue,
I-280 Southbound from Moorpark Avenue to Seventh Street,
I-280 Northbound from Meridian Avenue to Winchester Boulevard,
I-880 Southbound from Montague Expressway to Coleman Avenue, and
I-880 Northbound from Montague Expressway to Dixon Landing Road.

Intersections

County expressways and local streets experience backups primarily due to congestion at signalized intersections. The City of San Jose maintains an inventory of existing traffic volumes and lane geometries at key intersections from which levels of service are calculated. Notable congestion exists on several county expressways—Almaden, San Tomas, Montague, and Lawrence Expressways all have multiple intersections at LOS E and F. Arterial streets with several problem intersections include Brokaw Road, Winchester Boulevard, Bascom Avenue, Leigh Avenue, Meridian Avenue, and Lincoln Avenue.

2. Transportation Impacts

Thresholds of Significance

Systemwide Threshold

For the purposes of this project, a systemwide transportation/circulation impact is considered significant if the project would result in:

- (on a TRANPLAN systemwide basis) all three of the following were to occur: a) a 1.5% increase in Vehicle Miles Traveled (VMT); b) a 1.5% increase in Vehicle Hours Traveled (VHT); and c) a one mile per hour decrease in average speeds.

Corridor or Screenline Threshold

For the purposes of this project, a transportation and circulation impact affecting a corridor or screenline is considered significant if the project will cause:

- a screenline volume-to-capacity ratio that is less than 0.90 under the base case to equal or exceed 0.90.

Because the amount of development allowed by implementation of the General Plan with a UGB would be the same as that allowed by implementation of the General Plan without the UGB, the traffic analysis presented in this chapter differs from the standard “with project” versus “no project” style of analysis typically done for a General Plan Amendment. The base case traffic is the same as the project traffic; the following description identifies what those conditions are anticipated to be.

General Plan Conditions

The forecasted level of service for the planned transportation system is described below in terms of vehicle miles traveled (VMT), vehicle hours traveled (VHT) and average speeds. Also, the projected level of congestion has been analyzed and is described using PM peak hour traffic volumes across screenlines. The analysis is based on the City’s General Plan as revised through December 1997.

Vehicle Miles Traveled

The number of peak-hour vehicle miles traveled (VMT) projected to occur as a result of implementation of the General Plan through the year 2010, with or without the UGB, are summarized in Table 5. Projected VMT is reported for freeways, expressways, and streets and further stratified geographically using the City of San Jose’s Planning Areas. Projected VMT is also reported for the geographic area within San Jose’s Sphere of Influence, and for the remaining outlying parts of Santa Clara County. The grand total is for the entire county.

The vehicle miles traveled statistic represents the magnitude of vehicle traffic that is served during the PM peak hour by the projected roadway system. It is calculated by multiplying the forecast volume on each modeled roadway segment by segment length in miles.

In general, land development within a planning area will add trips and increase VMT in that planning area. However, depending on the characteristics of the trips being added, there may be increases or decreases in VMT in other planning areas. Placing jobs in a predominately residential planning area or housing in a predominately commercial/industrial planning area may decrease commute distances with a resulting slight decrease in VMT. Conversely, adding housing to a predominately residential planning area or adding jobs to a predominately commercial/industrial planning area generally increases VMT. If the additional trips must travel in the peak direction of a heavily traveled traffic corridor, there will be an additional increase in VMT as trips divert from more desirable shorter routes, which are congested, to longer less congested alternative routes.

Table 5
Peak-Hour Vehicle Miles Traveled in 2010

Planning Area	Freeways	Expressways	Streets	Total
Alviso	27,278.6	890.9	3,185.5	31,355.0
No. SJ	96,350.9	12,709.5	72,925.2	181,985.6
Central SJ	124,066.6	3,502.4	104,658.0	232,227.0
W Valley	139,734.2	28,401.8	107,215.9	275,351.9
Willow Glen	41,217.2	8,962.0	61,385.8	111,565.0
So. SJ	49,112.7	28,161.1	30,280.6	107,554.4
Berryessa	42,812.8	2,818.9	41,286.7	86,918.4
Alum Rock	49,604.7	10,556.6	53,582.7	113,744.0
Evergreen	7,403.5	8,858.5	39,902.4	56,164.4
Edenvale	65,802.8	20,823.2	60,028.3	146,654.3
Cambrian	47,164.6	13,367.3	46,692.8	107,224.7
Almaden	0.0	17,932.7	11,284.2	29,216.9
Calero	0.0	427.2	303.9	731.1
Coyote	31,612.2	18,559.9	7,566.1	57,738.2
San Felipe	0.0	0.0	551.8	551.8
San Jose Sphere	525,537.3	138,022.9	259,308.1	922,868.3
Rest of County	16,102.3	0.0	0.0	16,102.3
Entire County	1,263,800.4	313,994.9	900,158.0	2,477,953.3

Vehicle Hours Traveled

Vehicle Hours of Travel (VHT) is a second fundamental measure of travel demand and transportation system performance. VHT reports the magnitude of vehicle traffic, in terms of time consumed, during the PM peak hour on the roadway system. It is calculated by multiplying the forecast volume on each modeled roadway segment by the time required to traverse the segment.

As with VMT, it is generally true that land development within a planning area will add trips and increase VHT in that planning area. However, depending on the characteristics of the trips being added, there may be increases or decreases in VHT in other planning areas. Placing jobs in a predominately residential planning area or housing in a predominately commercial/industrial planning area may decrease commute distances and therefore decrease travel time, with a resulting slight decrease in VHT. Conversely, adding housing to a predominately residential planning area or adding jobs to a predominately commercial/industrial planning area generally increases VHT. If the additional trips must

travel in the peak direction in a heavily traveled traffic corridor, there will be an additional increase in VHT as trips either take longer due to increased delays caused by congestion, or divert from shorter but more congested routes to longer but less congested routes.

Table 6
Peak-Hour Vehicle Hours Traveled in 2010

Planning Area	Freeways	Expressways	Streets	Total
Alviso	589.6	51.4	116.3	757.3
No. SJ	2,273.0	419.4	2,711.0	5,403.4
Central SJ	2,706.5	86.3	3,429.6	6,222.4
W Valley	3,094.2	760.0	3,532.7	7,386.9
Willow Glen	894.3	230.8	2,011.4	3,136.5
So. SJ	1,083.4	686.1	958.0	2,727.5
Berryessa	930.3	110.9	1,357.1	2,398.3
Alum Rock	1,037.6	290.5	1,708.8	3,036.9
Evergreen	157.3	243.7	1,347.0	1,748.0
Edenvale	1,351.6	474.4	1,896.7	3,722.7
Cambrian	1,014.4	364.5	1,499.7	2,878.6
Almaden	0.0	461.7	371.6	833.3
Calero	0.0	9.5	8.7	18.2
Coyote	600.2	415.9	258.1	1,274.2
San Felipe	0.0	0.0	22.5	22.5
San Jose Sphere	13,602.5	4,350.5	10,354.4	28,307.4
Rest of County	1,955.2	0.0	0.0	1,955.2
Entire County	31,290.1	8,955.6	31,583.6	71,829.3

Derived Average Speeds

The speed that can be driven is one of the clearest measures of level of service. The projected average speeds, shown in Table 7, are derived by dividing the data in Table 5 by the values in Table 6. Changes in average speeds usually indicate increases or decreases in traffic congestion. As traffic congestion increases delays increase and average speeds drop.

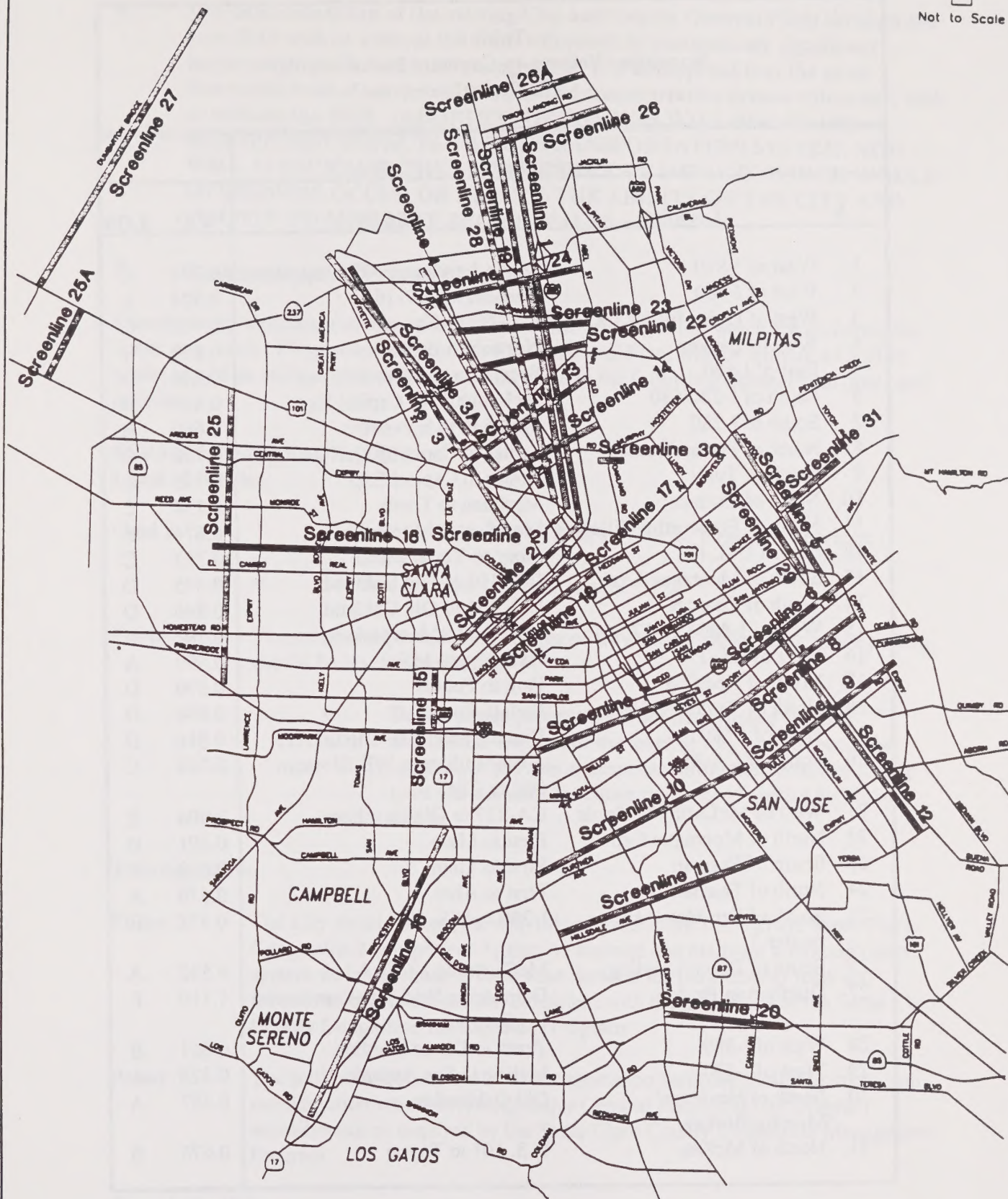
Table 7
Peak-Hour Derived Average Speeds in 2010

Planning Area	Freeways	Expressways	Streets	Total
Alviso	46.3	17.3	27.4	41.4
No. SJ	42.4	30.3	26.9	33.7
Central SJ	45.8	40.6	30.5	37.3
W Valley	45.2	37.4	30.3	37.3
Willow Glen	46.1	38.8	30.5	35.6
So. SJ	45.3	41.0	31.6	39.4
Berryessa	46.0	25.4	30.4	36.2
Alum Rock	47.8	36.3	31.4	37.5
Evergreen	47.1	36.4	29.6	32.1
Edenvale	48.7	43.9	31.6	39.4
Cambrian	46.5	36.7	31.1	37.2
Almaden	N.A.	38.8	30.4	35.1
Calero	N.A.	45.0	34.9	40.2
Coyote	52.7	44.6	29.3	45.3
San Felipe	N.A.	N.A.	24.5	24.5
San Jose Sphere	38.6	31.7	25.0	32.6
Rest of County	8.2	N.A.	N.A.	8.2
Entire County	40.4	35.1	28.5	34.5

Corridor Screenline Volume-to-Capacity Ratio

More than thirty screenlines have been delineated for use in comparing the projected 2010 PM peak hour traffic volumes with the planned roadway capacity. This ratio provides a clear method for assessing how future land development proposals will affect congestion at various strategic locations throughout Santa Clara County. The locations of the screenlines that were analyzed are depicted in Figure 7. A summary of the screenline analysis is presented in Table 8.

Four screenlines, #2 (west of I-880 between Bascom and U.S. 101), #21 (west of McCarthy/O'Toole between CA-237 and Old Bayshore), #25 (south of San Mateo County border between I-280 and U.S. 101), and #27 (Dumbarton Bridge), have projected volume-to-capacity ratios of 0.90 or higher. The projected level of service across these screenlines would exceed the City of San Jose's D standard. However, each of these "problem" screenlines is a historically congested location, and the projected future congestion is not caused by the adoption of the UGB.



SCREENLINES

FIGURE 7

Table 8
Screenline Volume-to-Capacity Ratios in 2010
PM Peak Hour

Screenline				
#	Location	Limits	V/C	LOS
1	West of I-880	Dixon Landing to Old Bayshore	0.798	C
2	West of I-880	Bascom to U.S. 101	0.924	E
3	West of Lick Mill/De La Cruz	CA-237 to Charcot	0.745	C
4	West of Zanker	Nortech to Brokaw	0.858	D
5	East of I-680	Berryessa to Capitol Exp	0.836	D
6	South of I-280/680	McLaughlin to Capitol Exp	0.664	B
7	South of I-280	Meridian to Eleventh	0.660	B
8	North of Phelan/Ocala	Senter to Capitol Exp	0.766	C
9	North of Tully	Senter to Capitol Exp	0.755	C
10	North of Curtner	Meridian to Tenth	0.734	C
11	North of Foxworthy/Hillsdale	Meridian to Monterey	0.674	B
12	East of U.S. 101	Story to Yerba Buena	0.757	C
13	South of Montague Exp	U.S. 101 to Old Oakland	0.875	D
14	South of Charcot	U.S. 101 to Old Oakland	0.846	D
15	West of I-880/CA-17	Hedding to Moorpark	0.794	C
16	West of CA-17	Hamilton to Main	0.599	A
17	North of Hedding	Park to Fourth	0.899	D
18	North of Taylor/Naglee	Park to Fourth	0.894	D
19	West of I-680	Dixon Landing to Capitol Ave	0.816	D
20	South of CA-85	Almaden Exp to WB Blossom Hill to EBC	0.784	C
21	West of McCarthy/O'Toole	CA-237 to Old Bayshore	0.904	E
22	North of Montague Exp	First to Main	0.691	B
23	South of Tasman	First to Main	0.629	B
24	North of Tasman	First to Abel	0.570	A
25	South of San Mateo Cnty border	I-280 to U.S. 101	0.971	E
26	South of Dixon Landing	McCarthy to I-680	0.592	A
27	Dumbarton Bridge	Dumbarton Bridge to Dumbarton Bridge	1.110	F
28	West of I-880	Tenth to Dixon Landing	0.661	B
29	West of I-680	McKee to San Antonio	0.520	A
30	South of Hostetter/Murphy/Brokaw	Old Oakland to	0.487	A
31	North of McKee	U.S. 101 to Toyon	0.676	B

- The implementation of the existing City and County General Plans through the year 2010 with or without the UGB will result in cumulatively significant increases in traffic and traffic congestion. It is anticipated that the same forecasted level of service for the planned transportation system will occur, with or without the UGB. (ADOPTION OF THE UGB WILL NOT CAUSE SIGNIFICANT IMPACTS TO THE TRANSPORTATION SYSTEM, NOR WILL IT INCREASE THE SIGNIFICANCE OF IMPACTS WHICH WOULD OTHERWISE OCCUR OR REDUCE THE ABILITY OF THE CITY AND COUNTY TO MITIGATE SUCH IMPACTS.)

3. Transportation Mitigation Measures

Cumulatively significant increases in traffic and traffic congestion which are anticipated to occur as a result of implementation of the City's General Plan, with or without a UGB in place, would be mitigated or avoided by adherence to the following General Plan goals and policies:

SERVICES AND FACILITIES

Level of Service

Goal 2. Achieve the following level of service for these City services:

- For transportation, level of service "D".

Policy 5. The minimum overall performance of City streets during peak travel periods should be level of service "D".

- Development proposals should be reviewed for their measurable impacts of the level of service and should be required to provide appropriate mitigation measures if they have the potential to reduce the level of service to "E" or worse.

Thoroughfares

Policy 2. The City should cooperate with other jurisdictions through the Santa Clara Congestion Management Agency to manage and maintain a thoroughfares system which adequately meets the demand for intra-County trips and minimizes traffic congestion consistent with the provisions of the Santa Clara County Congestion Management Program.

Policy 7. The traffic impacts on regional transportation facilities should be taken into consideration when reviewing major General Plan Land Use Diagram amendments, as required by the Santa Clara County Congestion Management Program.

Transit Facilities

Policy 10. The City should cooperate with the Santa Clara County Transit District, the California Department of Transportation and other transportation agencies to achieve the following objectives for the County's public transit system:

- Provide all segments of the City's population, including the handicapped, elderly, youth and economically disadvantaged, with adequate access to public transit.
- Public transit should be designed to be an attractive, convenient, dependable and safe alternative to the automobile.
- Enhance transit service in major commute corridors, and provide convenient transfers between public transit systems and other modes of travel.
- Develop an efficient and attractive public transit system which meets the travel demand at major activity centers, such as the Downtown, major employment centers, major regional commercial centers, government offices, and colleges and universities.

Transportation System Management/Transportation Demand Management

Policy 17. The City should cooperate with the Santa Clara County Transit District, CalTrain and other appropriate transit agencies in the development of park and ride lots to support public transit.

Policy 18. The City should promote participation and implementation of appropriate Transportation Demand Management measures such as carpooling and vanpooling, preferential parking and staggered work hours/flextime, as well as bicycling and walking for all employers.

Policy 19. The City should continue its participation in interjurisdictional approaches, such as the Santa Clara County Congestion Management Agency, to develop and implement appropriate techniques to improve the regional transportation system.

Bicycles

Policy 39. A bikeway system linking residences, employment centers, schools, parks and transit facilities, should be developed to promote the use of the bicycle as an alternative mode of transportation for commuting as well as for recreational purposes.

NATURAL RESOURCES

Air Quality

- Policy 2.** Expansion and improvement of public transportation services and facilities as alternatives to the single occupant vehicle should be promoted, where appropriate, to both encourage energy conservation and reduce air pollution.

Energy

- Policy 1.** The City should promote development in areas served by public transit and other existing services. Higher residential densities should be encouraged to locate in areas served by primary public transit routes and close to major employment centers.

Congestion Management Program

- The Congestion Management Program policies would reduce the traffic impacts on CMP roadway facilities that result from future specific projects developed in accordance with the selected General Plan update. All projects affecting CMP facilities would be required to conform to the CMP policies and standards.

The following project-level mitigation would be required at the time that specific projects are implemented to reduce traffic impacts.

- An intersection level of service analysis would be performed, as required, for specific projects at the time that they are proposed to determine each individual project's conformance with the City of San Jose level of service policy.

No mitigation is required to reduce impacts of adopting the UGB, because the UGB will not cause significant transportation impacts. Conformance with General Plan goals and policies and with the provisions of the County Congestion Management Plan will reduce cumulatively significant traffic impacts to a less than significant level.

I. AIR QUALITY

1. Existing Setting

Climate and Meteorology

The project site is located in the southern portion of the San Francisco Bay Area Air Basin of California, an area encompassing all of Napa, Marin, Contra Costa, Alameda, San Francisco, San Mateo, and Santa Clara counties, the southeastern portion of Sonoma County, and the southwestern portion of Solano County. The Basin is characterized by complex terrain consisting of coastal mountain ranges, inland valleys, and bays. It is bounded on the west by the Pacific Ocean, on the north by the coast ranges, and on the east and south by the Diablo Range.

The strength and location of a semipermanent, subtropical high-pressure cell over the northeastern Pacific Ocean primarily controls the climate of the Basin. Climate is also affected by the moderating effects of the nearby oceanic heat reservoir. Warm summers, cool winters, moderate rainfall, daytime onshore breezes, and moderate humidities characterize regional climatic conditions.

The project is located in the City of San Jose, in central Santa Clara County. The project area experiences moderate temperatures and humidities. Rainfall in the San Jose area averages 14 inches annually, and occurs mostly between November and April. Summers are warm and relatively dry, and winters are mild and rainy. Winds typically prevail from the northwest, except during winter when air flow is calm and from the southeast. Long-term wind data recorded in San Jose indicate that daily winds average 10 mph.

Ambient Air Quality Standards

Both the U. S. Environmental Protection Agency and the California Air Resources Board have established ambient air quality standards for common pollutants. These ambient air quality standards are levels of contaminants which represent safe levels that avoid specific adverse health effects associated with each pollutant. The ambient air quality standards cover what are called "criteria" pollutants because the health and other effects of each pollutant are described in criteria documents. Table 9 identifies the major criteria pollutants, characteristics, health effects and typical sources.

The federal and California state ambient air quality standards are summarized in Table 10 for important pollutants. The federal and state ambient standards were developed independently with differing purposes and methods, although both processes attempted to avoid health-related effects. As a result, the federal and state standards differ in some cases. In general, the California state standards are more stringent. This is particularly true for ozone and PM₁₀.

Table 9
Major Criteria Pollutants

Pollutant	Characteristics	Health Effects	Major Sources
Ozone	A highly reactive photochemical pollutant created by the action of sunshine on ozone precursors (primarily reactive hydrocarbons and oxides of nitrogen. Often called photochemical smog.	●Eye Irritation ●Respiratory function impairment.	The major sources ozone precursors are combustion sources such as factories and automobiles, and evaporation of solvents and fuels.
Carbon Monoxide	Carbon monoxide is an odorless, colorless gas that is highly toxic. It is formed by the incomplete combustion of fuels.	●Impairment of oxygen transport in the bloodstream. ●Aggravation of cardiovascular disease. ●Fatigue, headache, confusion, dizziness. ●Can be fatal in the case of very high concentrations.	Automobile exhaust, combustion of fuels, combustion of wood in woodstoves and fireplaces.
Nitrogen Dioxide	Reddish-brown gas that discolors the air, formed during combustion.	●Increased risk of acute and chronic respiratory disease.	Automobile and diesel truck exhaust, industrial processes, fossil-fueled power plants.
Sulfur Dioxide	Sulfur dioxide is a colorless gas with a pungent, irritating odor.	●Aggravation of chronic obstruction lung disease. ●Increased risk of acute and chronic respiratory disease.	Diesel vehicle exhaust, oil-powered power plants, industrial processes.
PM ₁₀	Solid and liquid particles of dust, soot, aerosols and other matter which are small enough to remain suspended in the air for a long period of time.	●Aggravation of chronic disease and heart/lung disease symptoms.	Combustion, automobiles, field burning, factories and unpaved roads. Also a result of photochemical processes.

The U.S. Environmental Protection Agency has recently announced new national air quality standards for ground-level ozone and for fine Particulate Matter. The existing 1-hour ozone standard of 0.12 PPM will be phased out and replaced by an 8-hour standard of 0.08 PPM. New national standards for fine Particulate Matter (diameter 2.5 microns or less) have also been established for 24-hour and annual averaging periods.

Ambient Air Quality

The Bay Area Air Quality Management District (BAAQMD) monitors air quality at several locations within the San Francisco Bay Air Basin. The most central monitoring site for the project area is in downtown San Jose. Table 11 summarizes exceedances of State and Federal standards at the downtown San Jose monitoring site during the period 1994-1996. Table 11 shows that ozone and PM_{10} exceeded the state standards in the project area. Violations of the carbon monoxide standards had been recorded at the downtown San Jose site prior to 1992.

Of the three pollutants known to at times exceed the state and federal standards in the project area, two are regional pollutants. Both ozone and PM_{10} are considered regional pollutants in that concentrations are not determined by proximity to individual sources, but show a relative uniformity over a region. Thus, the data shown in Table 11 for ozone and PM_{10} provide a good characterization of levels of these pollutants throughout the County.

Carbon monoxide is a local pollutant, *i.e.*, high concentrations are normally only found very near sources. The major source of carbon monoxide, a colorless, odorless, poisonous gas, is automobile traffic. Elevated concentrations, therefore, are usually only found near areas of high traffic volumes.

The data shown in Table 11 for carbon monoxide are not necessarily representative of concentrations that would be found throughout the County. For this reason, concentrations of carbon monoxide need to be estimated for a particular location using a computer simulation model that predicts concentrations based on roadway locations, traffic volumes and traffic conditions. Such analyses need to be done for individual development projects, when specific traffic counts and distributions are known.

Attainment Status and Regional Air Quality Plans

The federal Clean Air Act and the California Clean Air Act of 1988 require that the State Air Resources Board, based on air quality monitoring data, designate portions of the State where the federal or state ambient air quality standards are not met as "nonattainment areas". Because of the differences between the national and state standards, the designation of nonattainment areas is different under the federal and state legislation.

Federal Air Quality Program

The Bay Area is currently a nonattainment area only for carbon monoxide. However, the U.S. Environmental Protection Agency has proposed reclassifying the Bay Area from "maintenance area" to nonattainment for ozone also, based on recent violations of the federal standards at several locations in the air basin. This would reverse the air basin's

Table 10
Federal and State Ambient Air Quality Standards

Pollutant	Averaging Time	Federal Primary Standard	State Standard
Ozone	1-Hour	0.12 PPM	0.09 PPM
Carbon Monoxide	8-Hour	9.0 PPM	9.0 PPM
	1-Hour	35.0 PPM	20.0 PPM
Nitrogen Dioxide	Annual Average	0.05 PPM	--
	1-Hour	--	0.25 PPM
Sulfur Dioxide	Annual Average	0.03 PPM	--
	24-Hour	0.14 PPM	0.05 PPM
	1-Hour	--	0.25 PPM
PM ₁₀	Annual Average	50 µg/m ³	30 µg/m ³
	24-Hour	150 µg/m ³	50 µg/m ³
PM _{2.5}	Annual	15 µg/m ³	--
	24-Hour	65 µg/m ³	--
Lead	30-Day Avg.	--	1.5 µg/m ³
	Month Avg.	1.5 µg/m ³	--

PPM = Parts per Million

µg/m³ = Micrograms per Cubic Meter

reclassification to "maintenance area" for ozone in 1995. Reclassification would require an update to the region's federal air quality plan.

The revisions to the national ambient standards for ozone and Particulate Matter have no immediate effect on nonattainment planning. Existing ozone and Particulate Matter designations will remain in effect until U.S. E.P.A. establishes new designations based on any new ozone or Particulate Matter standard. Final promulgation of guidance for development of nonattainment plans for any new ozone or Particulate Matter standard is scheduled for June of 1999.

State Air Quality Program

Under the California Clean Air Act, Santa Clara County is a nonattainment area for ozone and PM₁₀. The County is either attainment or unclassified for other pollutants.

The California Clean Air Act requires local air pollution control districts to prepare air quality attainment plans. These plans must provide for district-wide emission reductions of

Table 11
Summary of Air Quality Data for Downtown San Jose¹⁶

Pollutant	Standard	Days Exceeding Standard in:		
		1994	1995	1996
Ozone	Federal 1-Hour	0	1	0
Ozone	State 1-Hour	3	14	5
Carbon Monoxide	State/Federal 8-Hour	0	0	0
PM-10	Federal 24-Hour	0	0	0
PM-10	State 24-Hour	10	4	2

five percent per year averaged over consecutive three-year periods or if not, provide for adoption of "all feasible measures on an expeditious schedule".

The current area-wide plan required by the California Clean Air Act was adopted in October 1997.¹⁷ The Plan proposes the imposition of controls on stationary sources (factories, power plants, industrial sources, etc.) and Transportation Control Measures designed to reduce emissions from automobiles. Since the Plan does not provide for a 5% annual reduction in emissions, it proposes the adoption of "all feasible measures on an expeditious schedule".

Carbon Monoxide

Carbon monoxide (CO) is a colorless gas, produced almost entirely from automobiles, that interferes with the transfer of oxygen to the brain. It is generally associated with areas of high traffic density. The urbanized areas of the air basin are nonattainment for the federal CO standards; the state has assigned a nonattainment designation to the urbanized area of Santa Clara County.

Nitrogen Dioxide

Nitrogen dioxide (NO₂), often used interchangeably with NO_x (nitrogen oxides), is a reddish-brown gas that can cause breathing difficulties at high levels. Peak readings of NO₂ occur in areas that have a high concentration of combustion sources (e.g., motor vehicle engines, power plants, refineries, and other industrial operations) in the vicinity. Nitrogen oxides and reactive organic compounds are precursors of O₃ formation. The entire Basin is designated as an attainment area for state NO₂ standards and an unclassified/attainment area for federal standards.

¹⁶ Bay Area Air Quality Management District, Air Currents, April 1997.

¹⁷ Bay Area Air Quality Management District, Bay Area '97 Clean Air Plan, December 17, 1997.

Total Suspended Particulates/Particulate Matter

Particulate matter is generated primarily from wood smoke, combustion of fossil fuels, and airborne dust entrained (propelled into the air) by motor vehicles and construction. The Bay Area experiences its highest concentrations of particulates in the winter. This is the result of a combination of causes: woodburning occurs primarily in winter; winter temperatures convert more of the NO_x produced by fossil fuel burning into particulate ammonium nitrate; and the lower levels of solar radiation in the winter lead to stronger temperature inversions that exacerbate a buildup of particulates.

The Bay Area has experienced low particulate levels in recent years, but this is believed to be due to greater winter storm activity.¹⁸ While the Bay Area has met the national standard of PM_{10} (particulates of less than ten microns in size) since 1991, it may not meet the newly established national standard for fine particulate matter ($\text{PM}_{2.5}$).

Sulfur Dioxide and Lead

Sulfur dioxide (SO_2), often used interchangeably with SO_x , is produced from the combustion of high-sulphur fuels for electricity generation, petroleum refining, and other industries. SO_2 levels in the basin are below national and state standards. The entire Basin is in attainment for these pollutants.

Toxic Air Contaminant Sources

Assembly Bill 2588, the Toxic Hot Spots Information and Assessment Act of 1987 requires that industry provide information to the public regarding emissions of toxic air contaminants and their effects on public health. This law requires that local air districts prepare a detailed inventory of sources of toxic air contaminants, identify high priority emission sources, and require preparation of health risk assessments for each of the high priority sources.

BAAQMD prepared an inventory of toxic air contaminant sources for the Bay Area under its Toxic Air Contaminant Program. The inventory (1991) identified 269 businesses within the City of San Jose that are sources of toxic air contaminants. These sources include dry cleaners, auto repair shops, hospitals, metal plating businesses, electronics manufacturers, and other industrial users located throughout the City's USA. Currently BAAQMD is focussing on the preparation of industrywide assessments for gas stations and dry cleaners.

2. Air Quality Impacts

Thresholds of Significance

For the purposes of this General Plan Amendment, an air quality impact is considered significant if it will:

¹⁸ Bay Area '97 Clean Air Plan and Triennial Assessment, page 8.

- cause population growth within the City of San Jose Sphere of Influence to exceed the projections in the Clean Air Plan;¹⁹ or
- cause the rate of increase in VMT within the City of San Jose Sphere of Influence to exceed the rate of increase in population;²⁰ or
- alter air movement, moisture, or temperature, or result in any change in climate, either locally or regionally.

As discussed in the FEIR prepared for the *San Jose 2020 General Plan*, implementation of the General Plan through the plan's horizon year would generate significant increases in regional and local air pollutants. The potential air quality impacts which might be anticipated as a result of adoption of the UGB would be the same as those anticipated to occur from implementation of the existing General Plans; adoption of the UGB will not increase any air pollution sources and will not exacerbate air quality by increasing the intensity of air pollution. No development not already allowed by the General Plans will be permitted by the proposed UGB.

As discussed in Section II.A. Land Use, the proposed addition of the UGB to the City and County General Plans will not result in any increase in population beyond the currently estimated holding capacity of either General Plan. In addition, the adoption of the UGB will not itself cause any growth to occur in the City or the County.

As discussed in Section II.H. Transportation, the addition of the UGB to the existing General Plans will also not result in any increase in VMT, VHT, or a decrease in average speed within the existing or planned transportation system, nor will it change the rate of increase for VMT.

- **Inclusion of the UGB in the existing City and County General Plans will not cause estimated population to exceed Clean Air Plan projections, nor will it cause VMT to increase faster than population in the City of San Jose Sphere of Influence. (ADOPTION OF THE UGB BY THE CITY AND COUNTY WILL NOT RESULT IN ANY SIGNIFICANT AIR QUALITY IMPACTS, NOR WILL IT INCREASE THE SEVERITY OF IMPACTS RESULTING FROM IMPLEMENTATION OF THE GENERAL PLANS OR REDUCE THE ABILITY OF THE CITY AND COUNTY TO MITIGATE SUCH IMPACTS.)**

The adoption of the UGB will not cause or permit any development that is not already allowed, nor would it preclude any development that is not already prohibited. However, as described in the *San Jose 2020 General Plan FEIR*, the long-term regional air quality associated with planned future growth would be significant and unavoidable. Local CO impacts may also be significant and

¹⁹ This threshold is derived from the BAAQMD CEQA Guidelines (April 1996), which state that if a General Plan or General Plan amendment does not conform to the Clean Air Plan, they would have a significant air quality impact. This is one of the two criteria used to determine conformance with the Clean Air Plan population and VMT assumptions.

²⁰ *Ibid.*

unavoidable. Buildout of the General Plan through its planned horizon year, with or without the UGB in place, will therefore have cumulatively significant regional and local air quality impacts.

- **Development of the land uses allowed by the City's General Plan, with or without the UGB in place, will have cumulatively significant regional and local air quality impacts. (ADOPTION OF THE UGB WILL NOT CAUSE REGIONAL OR LOCAL AIR QUALITY IMPACTS, NOR WILL IT INCREASE THE SEVERITY OF CUMULATIVE IMPACTS OR REDUCE THE ABILITY OF THE CITY AND COUNTY TO MITIGATE SUCH IMPACTS.)**

3. Air Quality Mitigation

Cumulatively significant impacts to regional and local air quality which are anticipated to occur as a result of implementation of the City's General Plan, with or without a UGB in place, would be mitigated or avoided by adherence to the following General Plan goals and policies:

COMMUNITY DEVELOPMENT

Commercial Land Use

- Policy 1.** Commercial land in San Jose should be distributed in a manner that maximizes community accessibility to a variety of retail commercial outlets and services and minimizes the need for automobile travel. New commercial development should be located near existing centers of employment or population or in close proximity to transit facilities and should be designed to encourage pedestrian and bicycle access through techniques such as minimizing building separation from the street, providing convenient and pleasant pedestrian connections, secure bike storage, etc. Employee intensive uses should be encouraged to locate along multi-modal transit corridors.

Industrial Land Use

- Policy 12.** Employee intensive uses should be encouraged to locate near transit facilities.

SERVICES AND FACILITIES

Transportation

- Policy 17.** Pedestrian travel should be encouraged as a viable mode of movement between high density residential and commercial areas throughout the City and in activity areas such as schools, parks, transit stations, and in urban areas, particularly the Downtown Core Area and neighborhood business districts by providing safe and convenient pedestrian facilities.
- Policy 41.** A bikeway system linking residences, employment centers, schools, parks and transit facilities, should be developed to promote the use of the bicycle as an alternative mode of transportation for commuting as well as for recreational purposes.

NATURAL RESOURCES

Air Quality

- Goal:** Maintain acceptable levels of air quality for the residents of San Jose and minimize the air pollution produced by new development.
- Policy 1.** The City should take into consideration the cumulative air quality impacts from proposed developments as indirect sources of pollution and should establish and enforce appropriate land uses and regulations to reduce air pollution consistent with the region's Clean Air Plan and State law.
- Policy 2.** Expansion and improvement of public transportation services and facilities as alternatives to the single occupant vehicle should be promoted, where appropriate, to both encourage energy conservation and reduce air pollution.
- Policy 3.** The City should urge effective regulations of those sources of air pollution, both inside and outside of San Jose, which affect air quality. In particular, the City should support Federal and State regulations to improve automobile emission controls.
- Policy 4.** The City should foster educational programs about air pollution problems and their solutions.

Energy

- Policy 1.** The City should promote development in areas served by public transit and other existing services. Higher residential densities should be encouraged to locate in areas served by primary public transit routes and close to major employment centers.

The following project-level measures are identified as possible mitigation for the short-term air quality impacts during construction. These measures would be identified at the time that specific projects are implemented:

- If feasible, construction equipment would be selected considering emission factors and energy efficiency. All equipment shall be properly tuned and maintained.
- Diesel-powered, low sulfur fuel, or electric equipment would be used, wherever possible and feasible, in lieu of gasoline-powered engines.
- Ridesharing and transit incentives for the construction crews would be supported and encouraged.
- Grading and construction efforts would attempt to minimize dust generation through the implementation of the following dust suppression techniques, to be selected and applied as appropriate:
 - periodic watering of all disturbed sites with water

- use of chemical soil binders
- wheelwashing of all construction vehicles
- Grading activities would be minimized during periods of high winds (over 25mph).
- The number and driving speeds of construction vehicles used onsite would be minimized to reduce dust generation.
- Appropriate road detour practices (flag persons) would be used to avoid traffic congestion in the vicinity of the project site, and construction operations would be scheduled during off-peak traffic hours.

The following project-level mitigation measures are identified for consideration in specific development proposals to reduce long-term air pollution emissions.

- The establishment of trip reduction programs including actions such as telecommuting programs, alternate work schedules, vanpools, carpools, bicycle parking/lockers, and parking incentives by local employers.
- The encouragement of mixed use development to achieve a balance of commercial, employment, and housing options.
- The provision of bicycle access within proposed project areas, including the improvement of existing bicycle pathways.
- Consultation of residential, commercial and industrial developers with the City Innovative Design and Energy Analysis Service (IDEAS) staff to plan energy efficient buildings.
- Developers would be required to comply with any future CO₂ reduction plans and programs.

No mitigation is required to reduce impacts of adopting the UGB, because the UGB will not cause significant air quality impacts. Conformance with General Plan goals and policies, and inclusion of identified project-specific mitigation measures, will reduce air quality impacts resulting from implementation of the existing General Plan with or without the UGB, but not to a less than significant level. Cumulative air quality impacts resulting from implementation of the City's General Plan, with or without the UGB, would be significant and unavoidable.

J. NOISE

The following discussion is based in part upon the report entitled *San Jose 2020 General Plan Program EIR -- Noise Impact Assessment* prepared by Illingworth & Rodkin, Inc., and contained in Appendix E.

1. Existing Conditions

Background Information

Noise is generally defined as unwanted sound. Sound levels are usually measured and reported in decibels (dB), a unit which describes the amplitude, or extent, of the air pressure changes which produce sound. a commonly used method to measure environmental sounds is the “a-weighted” sound level, which evaluates all the frequencies of a sound, with an extra weight placed on the frequency of sounds to which humans are most sensitive. The decibel level of these “a-weighted” measurements are reported as dBA.

The Noise Element of the City of San Jose 2020 General Plan contains guidelines for various land uses within the City, and identifies acceptable noise exposure levels for those uses in terms of the Day-Night Level (L_{dn}) 24-hour descriptor. The goal of the General Plan Guidelines is to “minimize the impact of noise on people through noise reduction and suppression techniques, and through appropriate land use policies.” Using L_{dn} levels as the standard, the Noise Policy Guidelines identify ranges of noise levels deemed compatible with land uses within the City. The noise guidelines for residential areas and public parks, for example, are more restrictive than for industrial areas.

Noise Policies and Regulations

The General Plan Noise Policy Guidelines are derived from Federal and State legislation and recommendations. The City’s General Plan identifies the EPA’s exterior standard of 55 L_{dn} or less as the long-range goal for transportation noise and the limit for commercial and industrial noise in residential areas. However, noise studies have shown that an exterior short-range goal of 60 L_{dn} is more realistic for most of the City, given existing noise levels. The General Plan also acknowledges that in the Downtown Core Area, the Airport Impact Area, and along major roadways, the exterior short-range goal of 55 L_{dn} and even the exterior long-range goal of 60 L_{dn} may be unobtainable in the foreseeable future. The General Plan noise standard of 45 L_{dn} for indoor noise is patterned after the State standard and applies to interior noise levels when windows are closed. Closed windows typically reduce exterior L_{dn} by 20 to 25 dB, assuming standard construction.

General Plan Noise Policies address means of reducing noise generation in the future and mitigating noise impacts on residential and other sensitive land uses. The General Plan Noise Policy Guidelines also outline procedures to be followed when new development is proposed in areas of the City where noise levels exceed the “satisfactory” guideline.

Table 12
Land Use Compatibility Guidelines for Community Noise

	L_{dn} Value in Decibels			
Land Use Category	Satisfactory Noise Level	Attenuation Required¹	Limitation on Uses²	Hazardous to Health
Public and Quasi-Public (Schools, Hospitals, Libraries)	To 45 ³	45-70	70+	
Public and Quasi-Public (Parks, playgrounds, public buildings), Single Family, Multi-Family, Mobilehome Park	To 60	60-70	70+	
Commercial	To 60	60-76	76+	
Industrial	To 70	70-76	76+	
Agriculture, open land	To 76			76+
¹ When new development requires a full EIR, an acoustical analysis should be made indicating amount of attenuation necessary to maintain an indoor L _{dn} of less than 45. Onsite outdoor activity limited to acoustically protecting areas. ² New development permitted only if uses are entirely indoors and building design limits interior L _{dn} levels to less than 45. ³ Interior noise quality level.				

An exterior level of 60 dBA L_{dn} is considered acceptable for commercial land uses (including office), parks and playgrounds, and an exterior limit of 70 dBA L_{dn} is considered acceptable for industrial uses. Certain public/quasi-public uses, including hospitals, schools, and libraries, are identified as being particularly noise sensitive and warranting interior levels no greater than 45 L_{dn}. In addition, General Plan policy identifies residential development as being particularly sensitive to noise and establishes 55 L_{dn} as the standard to be maintained at the property line by adjacent uses.

Title 24, Part 2 of the California Administrative Code, enforced by the City's Planning, Building and Code Enforcement Department, establishes a maximum allowable interior L_{dn} noise level of 45 dBA for new multi-family residences, hotels, motels, and long-term care facilities exposed to existing or future noise levels of 60 dBA L_{dn} or greater. An acoustical report detailing noise control treatments necessary for compliance with Title 24 must be prepared and submitted to the City prior to issuance of a building permit.

Existing Noise Environment in San Jose

Vehicular traffic on the freeways, expressways, and local street network is the most significant source of noise in the City of San Jose. Persons living near San Jose International Airport and adjacent to railroads or light rail train tracks experience noise from these transportation sources. Industrial facilities also affect the noise environment at adjacent areas.

Streets and Highways

Major highways in San Jose include U.S. Highway 101 and Interstate Highways 280, 680, and 880. Major roadways include State Route 82 (the Monterey Highway), Capitol Expressway, completed portions of State Route 85 and 87, Blossom Hill Road, Alum Rock Road, McKee Road, Story Road, Tully Road, and many other major roadways. Noise levels have been monitored at numerous locations in San Jose during the last several years, which indicated that the hour-by-hour distribution of noise levels along the roadways follows a fairly standard pattern. Hourly average noise levels during the daytime are typically lower than the peak hour levels, and noise levels at night are typically lower than the noisy daytime periods.

Existing noise levels along the major roadways in San Jose were calculated using methods set forth by the Federal Highway Administration (FHWA Report RD-77-108). Existing noise levels at a reference distance of 50 feet and the distances to equal noise level contours are provided in Appendix H. The calculated roadside noise levels do not take into account the effects of noise barriers, the intervening topography, or acoustical shielding provided by buildings. The predicted and measured noise level adjacent to the roadway of about 80 dBA is reduced to a noise level of less than 70 dBA in the adjacent yards from the construction of sound walls.

Aircraft Noise

Aircraft operations at San Jose International Airport generate noise in the community, especially along the approach and departure paths. Aircraft flights are usually concentrated during the morning and evening commute periods with other flights distributed fairly evenly during the day. The Airport has a curfew which restricts flights by large jet aircraft between the hours of 11:30 P.M. and 6:30 A.M.

Railroad Operations

The Southern Pacific Transportation Company (SPTC) and the Union Pacific Railroad (UPRR) both operate active railroad lines through the City of San Jose. The Union Pacific tracks and one of the Southern Pacific tracks provide service to the East Bay and points beyond. They parallel Interstate 880 and are generally located between Interstate 880 and Interstate 680 through northern San Jose until they reach the downtown area. The Southern Pacific track merges in downtown San Jose with the other SPTC track which serves the Peninsula to the north, and Gilroy and other points to the south. Southern Pacific also has several spur lines which provide limited freight service to different locations in the San Jose area. All rail lines which leave and enter the City cross the proposed Urban Growth Boundary.

The major noise sources associated with railroad train operations include the horn, which generates a noise level of about 100 dBA at a distance of 100 feet. Diesel engines typically generate noise levels of about 75 to 80 dBA at 100 feet. The rail cars typically generate noise levels of about 70 to 75 dBA at 100 feet. Railroad operations are similar to aircraft operations in that they are made up of loud, discrete single events which are separated by long periods of inactivity. The 24-hour day/night average noise level resulting from train operations depends upon the number of train passbys, the noise of each event, and the time of day or night when the activities occur.

The existing noise levels range from 67 to 71 dBA L_{dn} at a distance of 100 feet from the active railroad lines in San Jose. Noise and vibration from the railroad train operations is significant along the rail corridors.

Light Rail Transit

The VTA is developing a light rail transit system to serve San Jose and adjacent cities. The existing service runs along Tasman Drive, connecting Great America Parkway to North First Street and continues down North First Street to downtown San Jose. Parallel lines run down First Street and Second Street to East San Carlos. From here the line then follows the Highway 87 right-of-way south to its intersection with the Highway 85 right-of-way where the light rail continues to its termini in Almaden Valley and Edenvale. The light rail traffic generates an L_{dn} of about 59 dBA, at 50 feet from the center of the tracks. The 60 dBA contour distance is about 40 feet from the track centerline. Maximum noise levels from LRT train passbys range from 70 dBA to 80 dBA at the 50-foot setback distance.²¹

Industry

The City of San Jose is home to numerous industries. Many of these industries are relatively quiet because they are primarily indoor activities and there is limited use of heavy machinery. Some small commercial and industrial businesses, such as automobile repair shops, welding shops, etc., are sources of intermittent high noise levels but do not typically affect large geographical areas.

2. Noise Impacts

Thresholds of Significance

For the purposes of this project, a noise impact is considered significant if the project would:

- result in a substantial change in the ambient noise levels; or
- expose people to noise levels in excess of established local or state standards.

²¹ City of San Jose Housing Initiative General Plan Amendment EIR Environmental Noise Assessment, prepared for CH2M Hill by Illingworth & Rodkin, Inc., July 1992.

The potential noise impacts which might be anticipated as a result of the adoption of the UGB would be the same as those anticipated to occur from implementation of the existing General Plans.

This section evaluates the noise impacts which would result from implementation of the San Jose and Santa Clara County General Plans with a UGB. The primary issues addressed are as follows: 1) any substantial increases in noise levels above existing levels resulting from implementation of the General Plans with a UGB, and 2) exposure to unacceptable noise levels of residential development and other noise sensitive uses planned for in the General Plans with a UGB.

Vehicular Traffic Noise Impacts

According to CEQA, a project has a significant effect if it will result in a substantial increase in noise levels. Noise levels along the major roadways in San Jose typically equal or exceed the short and long range goals of the City of San Jose's Noise Guidelines for new sensitive receptors. Recognizing this, a three dB increase or greater is considered substantial and would result in a significant impact.

The future transportation network includes extensions of the light rail transit system. The extension of existing light rail lines would have a significant effect on the traffic distribution in the City of San Jose and in some instances result in substantial *decreases* in traffic noise along the local street network. These conditions have been accounted for in the estimation of future noise levels.

The most substantial noise level increases with implementation of the San Jose and Santa Clara County General Plans with or without the UGB would occur along roadways currently unaffected by freeway traffic, and in areas where substantial traffic increases are projected. These areas include Aborn Road, Almaden Boulevard, portions of Camden Avenue, Coleman Avenue and Hostetter Road. As shown in the Noise Analysis (Appendix E), noise levels would *decrease* along numerous local roadways in San Jose by a perceptible amount, due to future revisions to the transportation network.

Since adoption of the UGB would not cause any increase in traffic, the noise increases along street segments resulting from implementation of the San Jose and Santa Clara County General Plans with the UGB would be no greater than those expected from implementation of the City's existing General Plan.

Under the existing General Plans, significant adverse noise impacts are expected to occur along specific roadways near development sites. These noise impacts could not be mitigated along existing local roadways where noise walls and other noise attenuation would be impractical. The transportation improvements allowed in the General Plan, including extensions of the light rail system, would result in reduced noise levels along roadway segments where traffic levels would decrease.

Adoption of the UGB by the City and County would cause noise increases, and would not result in greater impacts than those already anticipated from implementation of the existing General Plans.

- **Implementation of the existing San Jose and Santa Clara County General Plans with or without an Urban Growth Boundary would result in cumulatively significant noise impacts as a result of substantial noise level increases along certain roadway segments within the City of San Jose. These impacts would be the result of development of designated land uses allowed by the General Plans already, and would not be the result of adoption of the UGB. (ADOPTION OF THE UGB WOULD NOT CAUSE NOISE IMPACTS, NOR WOULD IT INCREASE THE SEVERITY OF IMPACTS CAUSED BY IMPLEMENTATION OF THE GENERAL PLANS OR REDUCE THE ABILITY OF THE CITY AND COUNTY TO MITIGATE SUCH IMPACTS.)**

Light Rail Noise Impacts

Several extensions of the light rail system are proposed for the future. The proposed transit lines generally follow major thoroughfares in the San Jose area. The light rail trains generate an L_{dn} of about 60 dBA at a distance of 50 feet from the centerline of the tracks. This is substantially below the noise of the roadway traffic and, therefore, would not result in a substantial increase in noise levels. It is possible that there could be localized noise impacts along stretches of the proposed LRT system where the proposed transit would adjoin a sensitive location where ambient noise levels are currently low. The noise impacts resulting from the proposed LRT extensions could, therefore, be significant.

- **Implementation of the existing San Jose and Santa Clara County General Plans with or without an Urban Growth Boundary would result in cumulatively significant noise impacts as a result of construction of proposed light rail transit lines. These impacts would be the result of development of infrastructure allowed by the General Plans already, and would not be the result of adoption of the UGB. (ADOPTION OF THE UGB WOULD NOT CAUSE LIGHT RAIL NOISE IMPACTS, NOR WOULD IT INCREASE THE SEVERITY OF IMPACTS CAUSED BY IMPLEMENTATION OF THE INFRASTRUCTURE OR REDUCE THE ABILITY OF THE CITY AND COUNTY TO MITIGATE SUCH IMPACTS.)**

Noise and Land Use Compatibility

The following section addresses the compatibility of proposed residential and other noise sensitive uses allowed by the San Jose and Santa Clara County General Plans with the noise environment of San Jose. Some residential development allowed by the City's General Plan will be located in areas with ambient noise levels exceeding those considered normally acceptable in San Jose. The City's existing goal of 60 dB L_{dn} would be exceeded along the Intensification Corridors and near major roadways in the South Almaden Valley Urban Reserve. Noise from stationary sources, such as existing industry, could affect residential and other noise sensitive uses allowed by the City's General Plan. The intensification of development along the light rail transit corridors and rail corridors, and near the airport would also expose sensitive receptors to discrete single-event noise. Most noise impacts from traffic, railroads, airplanes, and stationary sources can typically be mitigated by standard noise attenuation measures (*i.e.*, building orientation and design, insulation, mechanical ventilation, sound walls, etc) required under existing General Plan policies.

The adoption of the UGB would not result in increased noise impacts in developed urban areas, such as the Intensification Corridors.

- **Implementation of the existing San Jose and Santa Clara County General Plans with or without the UGB would result in cumulatively significant noise impacts as a result of residential and other noise sensitive uses being exposed to excessive noise levels. These impacts would be the result of development of designated land uses allowed by the General Plans already, and would not be the result of adoption of the UGB. Many of the noise impacts will be mitigated or reduced by adherence to existing policies. (ADOPTION OF THE UGB WOULD NOT CAUSE ADDITIONAL NOISE IMPACTS, NOR WOULD IT INCREASE THE SEVERITY OF NOISE IMPACTS OR REDUCE THE ABILITY OF THE CITY AND COUNTY TO MITIGATE SUCH IMPACTS.)**

3. Noise Mitigation

Cumulatively significant noise impacts which are anticipated to occur as a result of implementation of the City's General Plan, with or without a UGB in place, would be mitigated or avoided by adherence to the following General Plan goals and policies:

HAZARDS

Noise

- Policy 1.** The City's acceptable noise level objectives are 55 Ldn as the long-range exterior noise quality level, 60 Ldn as the short-range exterior noise quality level, and 76 Ldn as the maximum exterior noise level necessary to avoid significant adverse health effects. These objectives are established for the City, recognizing that the attainment of exterior noise quality levels in the environs of the San Jose International Airport and in the Downtown Core Area will probably not be achieved in the time frame of this Plan. To achieve the noise objectives, the City should require appropriate site and building design, building construction and noise attenuation techniques in new residential development.
- Policy 2.** The City should include appropriate noise attenuation techniques in the design of all new arterial streets.
- Policy 3.** The City should encourage the State Department of Transportation and County Transportation agencies to provide sound attenuation devices which are visually pleasing along new and existing freeways and expressways.
- Policy 4.** The City should continue to encourage the use of quieter aircraft at the San Jose International Airport.
- Policy 5.** The City should continue to require safe and compatible land uses within the International Airport noise zone (defined by the 65 CNEL contour as set forth

in State law) and should also encourage operating procedures which minimize noise.

- Policy 8.** The City should discourage the use of outdoor appliances, air conditioners, and other consumer products which generate noise levels in excess of the City's exterior noise level standards.
- Policy 9.** Construction operations should use various noise suppression devices and techniques.
- Policy 10.** When located adjacent to existing or planned noise sensitive residential and public/quasi-public land uses, non-residential land uses should mitigate noise generation to meet the 55 Ldn standard at the property line.
- Policy 11.** Noise studies should be required for land use proposals where known or suspected peak event noise sources occur which may impact adjacent existing or planned land uses.

The following project-level mitigation would be required as necessary at the time that specific projects are implemented to reduce potential noise impacts.

- Acoustical studies would be required for residential land uses proposed within the 60 L_{dn} contour from roadways, airport, or rail lines. The acoustical studies would address the development's compliance with both the indoor and outdoor noise standards established in the San Jose 2020 General Plan, or revisions to these guidelines.
- Acoustical studies near rail lines would be required to address the development's compliance with appropriate single-event noise level standards and the 45 dB L_{dn} interior standard.
- Vibration impact studies would be required for residential uses proposed within 100 feet of heavy rail tracks and 50 feet of LRT tracks. The studies would include actual onsite monitoring of vibration levels to determine if residents would be exposed to perceptible vibration levels.
- All future multi-family residential development located where the L_{dn} exceeds 60 dB would be required to prepare appropriate noise studies and provide mitigation measures as required to comply with Title 24, Part 2 of the California Administrative Code to maintain acceptable interior noise levels.
- Appropriate site planning would be undertaken to reduce noise exposure in outdoor use areas (residential and recreational facilities). Noise shielding of the outdoor areas shall be provided by designing and building structures such that they reduce the noise exposure at these sensitive land uses.

- Where development is proposed adjacent to or near existing residential developments, the allowable hours of work at the construction site would be limited to 7 AM - 5 PM, Monday through Friday (non-holidays).
- All construction equipment would be properly muffled and in good operating condition.
- At the time that specific development proposals are proposed, site specific construction noise mitigation would be included in the project. These mitigations would include such measures as perimeter noise barrier/construction fences, coverings over windows of nearby buildings and coordination of noisy activities such as pile driving with the schedules of sensitive neighbors.

No mitigation is required to reduce impacts of adopting the UGB, because the UGB will not cause significant noise impacts. Cumulatively significant noise impacts resulting from traffic generated by implementation of the existing City General Plan, with or without the UGB, will be partially mitigated by conformance with General Plan goals and policies, but cannot be reduced below a less than significant level. Traffic-related noise will be a cumulatively significant unavoidable impact.

K. ENERGY

This section was prepared pursuant to CEQA Guidelines Section 15126(c), which requires that EIRs include a discussion of the appropriate mitigation for reducing energy impacts.

1. Existing Setting

The Greenline/Urban Growth Boundary EIR is a Program EIR which does not address specific development, or specific development techniques. Specific construction measures, including staging of construction, will be addressed by the City in the context of specific projects, when they are proposed.

Electric and natural gas energy is provided to the San Jose area by the Pacific Gas and Electric Company (PG&E). PG&E produces most of its power by burning fossil fuels (about 20%) and hydroelectric facilities (20%). Nuclear power plants provide approximately 16 percent of the electricity, and geothermal power provides 12 percent. Ten percent of the electricity is produced by solar, wind, and biomass conversion sources.

PG&E projects and monitors the energy demands for the City of San Jose together with the City of Milpitas. The City of San Jose and Milpitas used approximately 900 megawatts of electricity in 1993, with peak usage during August. According to PG&E, the largest proportional consumers in the San Jose/Milpitas area are commercial and industrial facilities.

With respect to project design and use of construction materials, the City of San Jose offers extensive information to builders on implementation of energy efficient design and construction, and on the use of recycled-content building materials which typically require less energy to manufacture and process. All of this information would be available prior to the development of land uses allowed in the *San Jose 2020 General Plan*. All development will be subject to the provisions of Title 24 of the California Administrative Code, which sets energy design standards for non-residential buildings.

2. Energy Impacts

Thresholds of Significance

For the purposes of this project, an energy impact is considered significant if the project will:

- encourage activities which result in the use of large amounts of fuel, water, or energy; or
- use fuel, water, or energy in a wasteful manner.

Development of land uses as described in the San Jose and Santa Clara County General Plans would result in the consumption of energy in three forms: 1) the fuel energy consumed by construction vehicles; 2) bound energy in construction materials such as asphalt, steel, concrete, pipes, and manufactured or processed materials such as milled lumber and glass; and 3) operational uses of energy by future site occupants for transportation, utilities, and industrial processes.

Future population growth associated with implementation of the San Jose and Santa Clara County General Plans will result in significant increases in energy demand. However, the adoption of an Urban Growth Boundary would not result in additional impacts beyond those which are expected to occur from implementation of the General Plan. Development of residential uses allowed for under the General Plan would result in the demand for about 6.7 million kwh per day²².

PG&E projects maximum energy demand for the incremental growth each year in the San Jose/Milpitas area to provide for facilities planning. These are typically five-year projections based on historical data from the past seven years. Current projections used for PG&E facility planning assume an incremental increase of 35 megawatts per year of electricity for San Jose/Milpitas. PG&E regularly monitors the loading conditions and capacities of existing facilities and provides new facilities as required. Two new major facilities are planned by PG&E in the Bay Area during the General Plans' horizons: new distribution and transmission stations in North San Jose/Milpitas, and a new substation and circuit in Fremont.

Development outside the existing USA would require greater amounts of energy to transport water supplies. Greater energy would be expended in providing urban services such as garbage collection and police protection to outlying areas farther from the central urban area. Greater energy would be needed to commute to and from outlying locations than to and from locations within the USA. The potential energy impacts which might be expected as a result of adoption of the UGB would be the same as those anticipated to occur from implementation of the existing San Jose and Santa Clara County General Plans. To the extent that the UGB reinforces existing policies limiting development outside the USA and thus reduces the likelihood that greater energy would be needed to serve and occupy lands on the urban fringe, the UGB would have positive energy impacts.

- **Implementation of the existing San Jose and Santa Clara County General Plans with or without the UGB would result in cumulatively significant increases in energy use, but would not cause excessively wasteful or inefficient use of energy. (ADOPTION OF THE UGB WOULD NOT CAUSE ADVERSE ENERGY IMPACTS NOR WOULD IT INCREASE THE SEVERITY OF ENERGY IMPACTS RESULTING FROM IMPLEMENTATION OF THE EXISTING GENERAL PLANS.)**

3. Energy Mitigation

Implementation of the City and County General Plans, with or without the UGB in place, will result in cumulatively significant increases in energy consumption. Conformance with the following City General Plan goals and policies will reduce the possibility of wasteful or inefficient energy use:

²² Based on 115 kilowatts per day per dwelling unit.

COMMUNITY DEVELOPMENT

Residential Land Use

- Policy 21.** Roads, buildings and landscaping for new residential projects should be designed and oriented to maximize energy conservation benefits for space heating and cooling to the extent feasible.

NATURAL RESOURCES

Energy

- Goal** Consistent with Sustainable City Strategy Goals, the City should foster development which, by its location and design, reduces the use of non-renewable energy resources in transportation, buildings and urban services (utilities) and expands the use of renewable energy resources.
- Policy 1.** The City should promote development in areas served by public transit and other existing services. Higher residential densities should be encouraged to locate in areas served by primary public transit routes and close to major employment centers.
- Policy 2.** Decisions on land use should consider the proximity of industrial and commercial uses to major residential areas in order to reduce the energy used for commuting.
- Policy 4.** The energy-efficiency of proposed new development should be considered when land use and development review decisions are made. The City's design techniques include provisions for solar access, for siting structures to maximize natural heating and cooling, and for landscaping to aid passive cooling protection from prevailing winds and maximum year-round solar access.
- Policy 5.** The City should encourage owners and residents of existing developments to implement programs to use energy more efficiently in buildings and in their transportation choices, to reduce dependency on automobiles, and to explore alternative energy sources.

No mitigation is required to reduce impacts of adopting the UGB, because the UGB will not cause significant energy impacts. Conformance with General Plan goals and policies will reduce cumulatively significant energy impacts to a less than significant level.

L. UTILITIES & SERVICE SYSTEMS

1. Existing Setting

For the purposes of this EIR analysis, it is assumed that future new development, regardless of its location, would only occur at locations which conform to City and County development policies. Since the UGB is proposed in the context of these General Plan policies, it is assumed that most future development will occur within the City Limits of the City of San Jose. In addition to policies that preclude new urban development on unannexed property outside the USA, there are policies in place in both the City and County General Plans that encourage eventual annexation of developed "pockets".²³ These goals and policies are assumed to mean that most substantive future development will occur in San Jose.

The availability of utilities and services capacity to serve any substantial future development will, therefore, be the responsibility of the City of San Jose. Santa Clara County does not presently operate nor plan to build urban utility and service systems.²⁴ The discussion below, therefore, focuses on systems in or planned by the City of San Jose.

Sanitary Sewer/Wastewater Treatment

An extensive system of sanitary sewer lines is owned and maintained by the City of San Jose. Sewer lines are inspected and maintained by the Department of Streets and Parks, and are rehabilitated or replaced by the Department of Public Works. The concept of sanitary sewer service applies to the quantity of wastewater flowing through a sewer line relative to its design. The General Plan calls for a Level of Service (LOS) D for sanitary sewer lines, which represents a free flow of wastewater sufficient to prevent "back up" problems. New development is required by existing policies to avoid or minimize its impacts upon any existing or anticipated LOS E sewer lines by constructing or contributing to the construction of new lines or by waiting for completion of planned sewer line improvements.

Not all of the City's sewer lines currently meet the LOS D goal. There are areas of the City where new sewer lines will be necessary to meet this goal. In addition, ongoing sewer line maintenance is required to maintain level of service.

Wastewater generated in San Jose, Santa Clara, Milpitas, Cupertino, Campbell, Los Gatos, Monte Sereno, and Saratoga is treated at the San Jose/Santa Clara Water Pollution Control Plant (WPCP) located in Alviso at the southern tip of the San Francisco Bay. The WPCP provides advanced wastewater treatment and has a design capacity of 167 million gallons per day (mgd). The WPCP currently processes an estimated 134 mgd of effluent per day (dry weather peak). The WPCP requires a NPDES permit to discharge into the Bay.

²³ Santa Clara County General Land Use Management Strategy #1 for Urban Unincorporated Areas; San Jose Community Development Urban Service Area Policy #6.

²⁴ In addition, County General Plan policies, such as Countywide Growth and Development sub-strategy #1(a)iii, restrict the formation of special districts to serve development outside the cities.

The WPCP is currently discharging 14 mgd above the 120 mgd flow trigger imposed by the State Water Resources Control Board (SWRCB) and Regional Water Quality Control Board (RWQCB). The flow trigger was implemented due to concerns over the effects of additional freshwater from the WPCP on the saltwater marshland habitat of the Bay, and pollutant loading to the Bay from the WPCP. In response to these issues, the City of San Jose has prepared the South Bay Action Plan, to prevent degradation of the salt water marshland habitat and to study the discharge of metals from the WPCP in excess of RWQCB standards. In addition, a Clean Bay Strategy has been developed by the City of San Jose and the agencies tributary to the WPCP, to address water conservation and the pollutant loading to the Bay. The Clean Bay Strategy has identified numerous programs and projects in the areas of increased education and awareness, pollutant source detection, and greater regulatory requirements to reduce pollutant levels. The imposition of additional regulatory requirements as a result of the flow trigger has not yet occurred due to the City's good faith efforts in implementation of the Clean Bay Strategy. However, the RWQCB may require additional control measures to be implemented at any time it deems necessary.

Water Service

Part of San Jose's drinking water is supplied via a local water supply system in which runoff is collected in reservoirs and later recharged in streams and ponds to augment the natural recharge of the groundwater basin. Twelve reservoirs, with a total storage capacity of 181,548 acre feet, store runoff from local watersheds. Local sources are not sufficient to meet water supply needs even in normal rainfall years; therefore, SCVWD and water retailers typically import about one half of the County's water needs. This imported water is obtained from three sources; the State Water Project via the South Bay Aqueduct, the San Francisco Water Department's Hetch Hetchy Aqueduct, and the San Felipe division of the Federal Central Valley Project. Additional imported water has been required within Santa Clara County during droughts. The SCVWD owns and operates an extensive distribution system and three water treatment plants to recharge and treat both local and imported water.

Water service in the City of San Jose is provided by one of three entities; the City of San Jose Municipal Water System, San Jose Water Company, and the Great Oaks Water Company. These retailers obtain water from the available sources and deliver it to individual consumers within the City.

Water use in the County was approximately 270,000 acre-feet in 1991, of which approximately 50% was used in San Jose. In 1987, water use in Santa Clara County was approaching 400,000 acre-feet per year. Due to a combination of circumstances, including drought conditions and both voluntary and mandatory conservation measures, water use actually dropped. Water demand for Santa Clara County in the year 2020 is projected to exceed 500,000 acre-feet.

Water Reclamation

The City has also worked with the SCVWD and other agencies to determine the viability of using reclaimed water as a replacement for potable water to reduce the need for new water supplies. Reclaimed water distribution lines are currently being installed within the City limits. Reclaimed water can be used for dust control at construction sites, for golf course and

landscape irrigation and other appropriate uses. a reclaimed water treatment and distribution system is presently being constructed to significantly increase the utilization of treated effluent from the WPCP.

Water Conservation

In order to meet the water demands of future growth, the City and County must rely on conservation and reclamation of both potable and nonpotable water to provide for reliable water supplies. These conservation techniques include more compact development, efficient plumbing and water-conservation fixtures, outdoor water conservation efforts and wastewater reclamation.

The City of San Jose has an active water conservation program. Components of the City's water conservation program have included limited landscape watering hours, restrictions on the use of potable water for construction purposes, ultra-low flow toilet incentives, showerhead retrofit program, landscape ordinances for non-residential new construction, commercial/industrial water audits, financial incentives for commercial/industrial conservation, water use prohibitions, and no cleaning of vehicles without an automatic shut-off valve.

Storm Drainage

The City of San Jose owns and maintains municipal storm drainage facilities throughout the City. The General Plan level of service policy for storm drainage in the City is to minimize flooding on public streets and to minimize property damage from stormwater.

Solid Waste

Solid waste collection services in the San Jose area are provided to non-residential properties by a number of non-exclusive service providers and the waste may be disposed at any of four privately owned landfills in San Jose. Solid waste and recycling collection is provided to residential properties by two exclusive franchise service providers, and residential waste is landfilled at the Newby Island Sanitary Landfill in San Jose. According to the Source Reduction and Recycling Element prepared for the City of San Jose, and the County-wide Integrated Waste Management Plan, there is sufficient landfill capacity for Santa Clara County for at least 25 more years.

Assembly Bill 939 established the California Integrated Waste Management Board and required all California counties to prepare integrated waste management plans. AB 939 also required all municipalities to divert 25 percent of their solid waste from landfill disposal by January 1, 1995. Fifty percent of the waste stream must be diverted by the year 2000. The City of San Jose currently generates approximately 1,454,800 tons of solid waste annually, and diverts about 44 percent through a variety of waste diversion programs.

Telephone, Gas and Electric

Under deregulation, local telephone service is provided within the City of San Jose by a number of companies, including Pacific Bell. Gas and electric service is provided by Pacific Gas and Electric Company.

2. Impacts to Utilities and Service Systems

Thresholds of Significance

For the purposes of this project, a utilities and service system impact is considered significant if the project would:

- exceed published national, state or local standards relating to solid waste or litter control;
- adversely affect a major utility line or facility; or
- result in a substantial increase in the demand for public services.
- exceed the capacity of public service facilities to such an extent as to create a safety or public health hazard; or
- use fuel, water or energy in a wasteful manner.

The potential impacts to utilities and service systems which might be anticipated as a result of adoption of the UGB would be the same as those anticipated to occur from implementation of the existing San Jose and Santa Clara County General Plans.

Sanitary Sewer/Wastewater Treatment

Growth associated with implementation of the San Jose and Santa Clara County General Plans with or without the UGB would increase sanitary sewer flows above existing conditions, with impacts upon sanitary sewer line capacity resulting from the development of adopted land uses and supporting public facilities. Potential impacts upon sanitary sewer line capacity would be dependent upon the specific location, size, and timing of future development.

Implementation of the designated land uses in the General Plans would increase wastewater flows to the WPCP. Assuming the generation of 240 gallons of wastewater per dwelling unit per day, growth allowed for by the San Jose General Plan would generate about 12.7 million gallons of effluent per day from residential uses.

As described in the setting section, the SWRCB and RWQCB are concerned with both the amount of freshwater and the quality of water discharged into the south San Francisco Bay. These agencies could impose a "flow cap" on the WPCP to limit discharge to a specific amount (such as 120 mgd for dry weather flows). However, the City intends to avoid imposition of this flow cap by continuing to implement its Wastewater Flow Reduction Strategy, which includes a reclamation program, residential water audits, institutional retrofit, and community education.

Intensification Corridors

Development along the intensification corridors may result in localized capacity impacts at certain locations along some of the intensification corridors, as described below.

Winchester Avenue: development along this corridor may require construction of a supplemental sewer to increase the sewer capacity on Moorpark Avenue.

Santa Clara Street/Alum Rock Avenue: development along this intensification corridor may require construction of supplemental sewers to increase the sewer capacity on Alum Rock Avenue, South King Road, McKee Road, and adjacent to Bayshore Highway.

Stevens Creek Boulevard/San Carlos Street: development along this corridor may require construction of supplemental sewers to increase the sewer capacity on Stevens Creek Boulevard.

Due to possible inadequate downstream sanitary sewer capacity to serve development along these intensification corridors, field testing of the sewers described above would be required to determine available sewer capacity. Specific mitigation measures would be formulated, as necessary, based on the field tests.

Adoption of the UGB by the City and County would not result in more intense development in the Intensification Corridors than is already allowed by the City's General Plan, nor would it create greater impacts in regards to sanitary sewer service or in the need for additional capacity at the WPCP.

Urban Reserves

There is insufficient downstream sanitary sewer capacity to serve either the South Almaden Valley or Coyote Valley Urban Reserves. Development of the South Almaden Valley Urban Reserve would require the installation of supplemental sewers in portions of Camden Avenue and Almaden Expressway. Although not anticipated to occur by 2020, development in the Coyote Valley Urban Reserve will require installation of a major supplemental sewer line and a pump station south of Tulare Hill.

Adoption of the UGB by the City and County would not allow any more development in the Urban Reserves than is already allowed by the City's General Plan.

- **Increased sanitary sewer flows from implementation of the existing San Jose and Santa Clara County General Plans with or without the UGB would result in cumulatively significant increased demand for capacity in sanitary sewer lines. The needed capacity will be met by extending and expanding sanitary sewer lines, in conformance with General Plan policies for new development. However, the adoption of the UGB would not result in any additional adverse impacts to sanitary sewer service other than those already anticipated from implementation of the existing General Plans. (ADOPTION OF THE UGB WILL NOT INCREASE DEMAND FOR SANITARY SEWER SERVICE.)**

Water Service

Implementation of the existing San Jose and Santa Clara County General Plans with or without the UGB would increase the demands upon water supply, resulting from the development of adopted and proposed land uses and supporting public facilities. Meeting the increased demand will require expanded facilities, including storage and delivery infrastructure. In 1993, the SCVWD updated projected water use for the County and determined that the County's water demand for 2020 would be approximately 538,000 acre feet. Future demand will be met through water conservation programs as well as supplemental imported water supplies during future droughts. The SCVWD has also updated its water supply master plan in order to determine potential future water deficiencies and examine options for meeting these deficiencies including the addition of local storage capacity for imported water supplies and wastewater reclamation.

- **Implementation of the existing San Jose and Santa Clara County General Plans with or without the UGB would result in a cumulatively significant increased demand for water supply, depending upon the water supply conditions at the time that specific developments are proposed. The needed capacity will be met by extending and expanding water supply facilities, in conformance with General Plan policies for new development. However, the adoption of the UGB would not result in any additional adverse impacts to the water supply, other than those anticipated from implementation of the General Plans. (ADOPTION OF THE UGB WOULD NOT INCREASE DEMAND FOR WATER SERVICE.)**

Solid Waste

Implementation of the existing San Jose and Santa Clara County General Plans with or without the UGB would generate an increase in solid waste associated with future growth, however, this increase would be no greater than that expected with implementation of the existing General Plans.

Implementation of the General Plans with a UGB would result in the generation of 293,278 tons of solid waste per year. According to the Santa Clara County Integrated Waste Management Plan (CoIWMP), adequate landfill capacity is available to serve the County for at least the next 25 years. Santa Clara County's CoIWMP was prepared in conformance with State law which requires that waste generation figures be based on approved General Plans.

The generation of solid waste resulting from future growth would continue to be minimized through implementation of the City's Recycling Plus! Integrated Waste Management Program. The Recycling Plus! Program includes the following services:

- curbside collection of residential recyclables from both single family and multi-family dwellings (including aluminum, glass, tin, mixed paper, mixed plastic bottles, waste oil, and small scrap);
- collection of bulky goods from residences, city corporation yards, and city-sponsored neighborhood clean-up events for potential reuse and recycling;
- processing and marketing of recyclables at materials recovery facilities, and
- community relations/education programs.

In addition, the City's Environmental Services Department oversees programs to increase commercial and industrial recycling. The City anticipates meeting or exceeding the 50% waste diversion goal by the year 2000.

- **Implementation of the existing San Jose and Santa Clara County General Plans with or without the UGB would result in cumulatively significant impacts upon solid waste services, including demand for landfill capacity, which would be minimized by the City's Recycling Plus! and other waste diversion programs. These impacts would not be greater than those anticipated from implementation of the existing General Plan. (ADOPTION OF THE UGB WOULD NOT RESULT IN INCREASED DEMAND FOR LANDFILL CAPACITY OR RECYCLING SERVICES.)**

Telephone, Gas and Electric

Additional discussion of impacts to gas and electrical services can be found in Section K., Energy, of this report.

Facilities for providing telephone, electrical and natural gas services are built and maintained by the private utilities that provide these services under their franchise agreements with the State of California. New and expanded facilities are paid for from capital funds financed by fees paid by users. All of the utility providers monitor growth patterns and plans of the urban jurisdictions in Santa Clara County, including the City of San Jose. None of the utility companies anticipate difficulties in expanding infrastructure to serve development allowed by the City and County General Plans.

Adoption of the Urban Growth Boundary will not result in a significant change in the need for utility infrastructure from that required to serve the existing General Plans.

- **Implementation of the existing San Jose and Santa Clara County General Plans with or without the UGB would result in cumulatively significant increases in the demand for utility services, including the need for new infrastructure. The private utility companies will expand the infrastructure in conformance with the General Plans and State regulations. The impacts of construction of new or expanded infrastructure with the adoption of the UGB would not be greater than those already anticipated from implementation of the existing General Plans. (ADOPTION OF THE UGB WOULD NOT RESULT IN AN INCREASED DEMAND FOR UTILITIES SERVICES.)**

3. Public Utility Mitigation

To the extent that adoption of the UGB reinforces policies limiting growth into the hillsides and baylands in the greenbelt, it also avoids the higher per capita costs of providing and maintaining utilities in those areas.

Cumulatively significant increased demand for public utilities and services which are anticipated to occur as a result of implementation of the City's General Plan, with or without a

UGB in place, would be mitigated or avoided by adherence to the following General Plan goals and policies:

SERVICES AND FACILITIES

Level of Service Goal

Goal 2. Achieve the following level of service for these City services:

- For sanitary sewers, level of service D.
- For sewage treatment, to remain within the capacity of the Water Pollution Control Plant.

Sewage Treatment

Policy 7. The City should monitor and regulate growth so that the cumulative sewage treatment demand of all development can be accommodated by San Jose's share of the treatment capacity of the San Jose/Santa Clara Water Pollution Control Plant.

Policy 8. The operation of the Water Pollution Control Plant should comply with the water quality standards for the South San Francisco Bay established by the Regional Water Quality Control Board and implemented through NPDES (National Pollutant Discharge Elimination System) permits.

Policy 9. The City should continue to encourage water conservation programs which result in reduced demand for sewage treatment capacity.

COMMUNITY DEVELOPMENT

Hillside Development

Policy 3. Hillside residential development at urban densities (one dwelling unit per acre or greater) should be located only where adequate services and facilities can be feasibly provided and damage to such services and facilities, due to landslides, fire or other environmental hazards, can be reasonably avoided.

Policy 16. To avoid any extraordinary maintenance and operating expenses, the City should not locate public improvements, communication facilities, and utilities in hillside areas with identified soils and/or geologic hazards. When the location of public improvements, communication facilities, and utilities in such areas cannot be avoided, effective mitigation measures should be implemented to maximize their potential to remain functional during and after a seismic event.

The following project-level mitigation would be required at the time that specific projects are implemented to reduce sanitary sewer impacts:

- Development of the South Almaden Valley Urban Reserve would require the installation of supplementary sewers in portions of Camden Avenue and Almaden Expressway. Field testing of the Camden Avenue and Almaden Expressway sewers is required to determine the length and size of the supplementary sewers needed.
- Development of the intensification corridors and converted sites may require improvements to the sanitary sewer system (described above) to provide for adequate capacity.

NATURAL RESOURCES

Water Resources

- Policy 1.** The City, in cooperation with the Santa Clara Valley Water District, should restrict or carefully regulate, public and private development in watershed areas, especially those necessary for the effective functioning of reservoirs, ponds, and streams, and for the prevention of excessive siltation.
- Policy 2.** Water resources should be utilized in a manner which does not deplete the supply of surface or ground water, and efforts to conserve and reclaim water supplies, both local and imported, should be encouraged.
- Policy 3.** The City should encourage the Santa Clara Valley Water District to restrict public access and recreational uses on water related lands when water quality could be degraded.
- Policy 4.** The City should not permit urban development to occur in areas not served by a sanitary sewer system.
- Policy 5.** The City should protect groundwater recharge areas, particularly creeks and creeksides, and riparian corridors.
- Policy 6.** When new development is proposed in areas where storm runoff will be directed into creeks upstream from groundwater recharge facilities, the potential for surface water and groundwater contamination should be assessed and appropriate preventative measures should be recommended.
- Policy 7.** The City shall require the proper construction and monitoring of facilities storing hazardous materials in order to prevent contamination of surface water, groundwater, and underlying aquifers. In furtherance of this policy, design standards for such facilities should consider high groundwater tables and/or the potential for freshwater or saltwater flooding.
- Policy 8.** The City should establish nonpoint source pollution control measures and programs to adequately control the discharge of pollutants into the City's storm sewers.
- Policy 9.** The City should take a proactive role in the implementation of the Santa Clara Valley Nonpoint Source Pollution Control Program, as well as implementation

of the City's local nonpoint source control and storm water management program.

Policy 10. The City should encourage a more efficient use of water by promoting water conservation techniques and the use of water-saving devices.

Policy 11. The City should promote the use of reclaimed water when feasible, particularly for industrial uses, for irrigation and in groundwater recharge areas.

SERVICES AND FACILITIES

Solid Waste Capacity

Policy 1. Monitor the continued availability of long-term disposal capacity to ensure adequate solid waste disposal capacity.

Policy 4. The preferred method for increasing the City's landfill capacity is to expand the capacity of existing landfill sites.

Policy 20. Solid waste reduction techniques, including source reduction, re-use, recycling, source separation and energy recovery, should be encouraged.

The following project-level mitigation is identified to reduce solid waste impacts.

- The City of San Jose would continue to implement its Recycling Plus Program in conformance with the provisions of AB 939 and the SRRE.

No mitigation is required to reduce impacts of adopting the UGB, because the UGB will not cause significant utility and service impacts. Conformance with General Plan goals and policies will reduce cumulatively significant utility and service impacts to a less than significant level.

III. AVAILABILITY OF PUBLIC SYSTEMS

Unlike public facilities and utilities, some public services (police, schools, etc.) are provided to a community as a whole, usually from a central location or from a defined set of nodes. The resource base for delivery of these services, including the physical service delivery mechanisms, are financed on a community-wide basis, usually from a unified or integrated financial system. The service delivery agency can be a city, county, service or other special district. Usually new development will create an incremental increase in the demand upon these service systems; the amount of the demand will vary widely, depending on both the nature of the development (residential vs. industrial, for instance) and the type of service, as well as on the specific characteristics of the development (such as senior housing vs. family housing). The impact of a particular project on these types of public service systems will generally be a fiscal impact. By increasing the demand for a service, a project could potentially cause an eventual increase in the cost of providing the service, which would be a fiscal impact, not an environmental impact.

CEQA does not require an analysis of fiscal impacts. CEQA analysis is required if the increased demand is of sufficient size to trigger the need for a new facility (such as a school or fire station) or expansion of an existing facility, since the new facility or expansion would have a physical impact on the environment.

The discussion in this section identifies the potential for increased demand for services provided by public service systems, and evaluates the likelihood that such increased demand may generate the need for physical changes in the systems, which could potentially impact the environment.

1. Fire Protection

Fire protection service in San Jose is provided by the City of San Jose Fire Department. The Fire Department consists of approximately 630 fire fighters, 15 Battalion Chiefs, and three Arson Inspectors. The Fire Department works in shifts; at any given time there are approximately 180 fire fighters, five Battalion Chiefs and one Arson Inspector on duty.

The City of San Jose and County of Santa Clara participate in a mutual aid program with the Cities of Milpitas and Santa Clara, as well as in a statewide program. Through this program, should the City of San Jose or Santa Clara County Fire Department need additional assistance, one or both of the mutual aid cities would provide assistance to locations within the City of San Jose in whatever capacity is needed.

The City of San Jose General Plan establishes level of service measures for fire protection services. The level of service measures for fire protection recommend an average response time of four minutes to all calls.

According to the Fire Department, the level of service criteria of four minutes response time is adequate for current fire station planning purposes. Intensification within the existing Urban Service Area proposed by the General Plan is not expected to create excess work load beyond the capability of existing fire companies, nor require the addition of new fire stations, companies, apparatus, or personnel. However, specific development proposals may require additional facilities, which would be addressed at the project level.

The planned relocation of Engine 28 to McKean Road near Harry Road will provide adequate engine service within the recommended four minute response time to the entire South Almaden Valley Urban Reserve area. The addition of a truck company at this station will provide adequate truck service to the South Almaden Valley Urban Reserve area. The eventual development of the Coyote Valley Urban Reserve will require expansion of existing nearby fire protection facilities, and may require a new fire station. The need for a new station and its location will be evaluated in the Specific Plan and associated CEQA review that will be prepared for the Coyote Valley Urban Reserve prior to its inclusion in the USA.

- **Implementation of the existing San Jose and Santa Clara County General Plans with or without the UGB could result in cumulatively significant increases in demand for fire protection services. Ultimate development of the Urban Reserve areas may require development of new and/or expanded fire protection services, including new or expanded fire stations. The development of these new facilities would create physical changes but, due to the size and scale of local fire stations, these impacts are not anticipated to be significant physical impacts on the environment. Adoption of the UGB will not create any new impacts and will not increase the demand for fire services. (DEMAND FOR FIRE PROTECTION SYSTEMS RESULTING FROM ADOPTION OF THE UGB WOULD HAVE a LESS THAN SIGNIFICANT IMPACT ON THE ENVIRONMENT.)**

2. Police Protection

Police protection for areas within the City of San Jose is provided by the San Jose Police Department (SJPD). The SJPD presently consists of about 1,329 sworn officers and 425 civilian employees. The SJPD divides the City into 60 beats, assigned to one of 12 districts.

The City of San Jose participates in a mutual aid program with all of the other cities within Santa Clara County. This mutual aid program is administered by the Santa Clara County Sheriff's Department. Through this program, should the San Jose Police Department need additional assistance, one or more of the mutual aid cities would provide assistance in whatever capacity is needed.

The City of San Jose General Plan establishes level of service measures for police protection services. The level of service measures for police protection recommend a response time of six minutes or less for 60 percent of all Priority 1 calls, and a response time of eleven minutes or less for 60 percent of all Priority 2 calls.

Implementation of the San Jose and Santa Clara County General Plans with a UGB is estimated to generate up to 7,750 additional calls for police service to accommodate increased growth. This increase in calls would require expansion in police services, which may include physical expansion of the existing police headquarters building or other provisions for additional space.

- **Implementation of the existing City of San Jose and Santa Clara County General Plans with or without the UGB could result in a cumulatively significant increase in demands for police protection services. This would not be an environmental impact. Planned development, including the Urban Reserves, may require**

expansion of the existing police headquarters building or other provisions for more office and records space. The development of new facilities would create physical changes, but expansion of police facilities in conformance with General Plan goals and policies is not anticipated to cause significant adverse environmental impacts. The demand for police services resulting from adoption of the UGB is not anticipated to cause increases in demand for police services. (DEMAND FOR POLICE PROTECTION SYSTEMS RESULTING FROM ADOPTION OF THE UGB WOULD HAVE A LESS THAN SIGNIFICANT IMPACT ON THE ENVIRONMENT.)

3. Schools

The City of San Jose is served by a total of 19 public school districts, serving elementary, middle, and high school students. Thirteen of these districts are elementary school districts, three are high school districts, and three are unified school districts. Eleven of the 19 school districts serve only students from San Jose. Eight of the district boundaries encompass portions of San Jose, as well as other cities including Campbell, Cupertino, Los Altos, Los Gatos, Monte Sereno, Morgan Hill, Santa Clara, Saratoga, and Sunnyvale.

The largest school district consists of 41 elementary, middle and high schools with an enrollment approaching 30,000 students (San Jose Unified), and the smallest district consists of only one school with an enrollment of about 350 students (Luther Burbank).

It is estimated that implementation of the existing San Jose 2020 General Plan would generate a total of 32,165 additional students in the San Jose area, compared with the existing number of students. Adoption of the Urban Growth Boundary would not result in additional students, since the UGB does not increase the number of dwelling units that can be built in San Jose's Sphere of Influence.

There is a range of methods which can be used to accommodate increased numbers of students, and which do not require that new schools be built. These include measures such as: 1) the provision of portable or relocatable classrooms, 2) expansion of existing schools, 3) the opening of existing schools previously considered surplus, 4) adjustment of school attendance boundaries, 5) the busing of students to schools with surplus capacity, or 6) the conversion to year-round schools with a four-track schedule.

It is anticipated that implementation of the San Jose General Plan will include construction of some new schools and/or expansion of existing schools. The increase in student population associated with implementation of the General Plans with a UGB would, therefore, result in potential environmental impacts associated with the physical effects of developing or expanding school facilities, including increases in traffic and associated air pollution emissions, and intensification of land use. These impacts would not be other than those expected from implementation of the existing General Plans. In addition, by not allowing development in the hillsides, school capacity would not be necessary in any area of the city not already identified as needing additional capacity.

There are measures available to increase capacity at area schools which would accommodate the increase in students expected from implementation of the existing General Plan. There is

also vacant and underutilized land within the USA which could be used to construct new school facilities within or adjacent to the neighborhoods they would serve.

- **Implementation of the existing City of San Jose and Santa Clara County General Plans with or without the UGB could result in a cumulatively significant increase in demands for school capacity. This would not be an environmental impact. Full buildout of planned development, including the Urban Reserves, may require new and/or expanded schools. The development of new facilities would create physical changes in the environment, but the construction of new schools or expansion of existing schools in conformance with General Plan goals and policies is not anticipated to cause significant adverse environmental impacts. The adoption of the UGB is not anticipated to cause an increased demand for school capacity resulting in physical environmental impacts. (DEMAND FOR SCHOOL CAPACITY RESULTING FROM ADOPTION OF THE UGB WOULD HAVE A LESS THAN SIGNIFICANT IMPACT ON THE ENVIRONMENT.)**

4. Parks

The City of San Jose provides park lands, open space, and community facilities for public recreation and community services. Some of these facilities are provided in conjunction with, or are supplemented by, other public uses such as County parks and lands used for flood control purposes. Parks and recreation facilities vary in size, use, type of service, and provide for city, regional, and neighborhood uses. The City Department of Streets and Parks is responsible for the construction, operation and maintenance of all City park and recreational facilities.

Regional parks in the San Jose area include Ed Levin County Park, Santa Teresa County Park, and Almaden Quicksilver County Park. Creekside park chain corridors are provided along creeks and rivers to provide open space, trails and protection of riparian vegetation. These creekside parks are located along Coyote Creek, Silver Creek, and Los Gatos Creek. Urban city park lands are provided to serve special interest, family, and large group recreational demands and include Kelley Park, Lake Cunningham, and Almaden Lake. Local neighborhood park lands serve local needs and can contain various facilities including cultural and social service centers, sports fields, and gardens. The parks described above illustrate the various park classifications, and do not represent all parks in the San Jose area.

The City of San Jose has established level of service benchmarks for park land and community centers. These levels of service are as follows: 3.5 acres of neighborhood and community serving recreational lands per 1,000 population, of which a minimum of 1.5 acres must be City owned neighborhood or community park lands, up to 2 acres can be provided by school playgrounds, and all should be located within reasonable walking distance; 7.5 acres of regional/City-wide park lands per 1,000 population; and 500 square feet of community center space per 1,000 population.

The City of San Jose has recently adopted a new Parkland Dedication Ordinance which requires that new residential development either dedicate sufficient space to serve new residents, or pay fees calculated to offset the increased costs of providing new park facilities

for new development. This new ordinance is intended to reduce the extent to which new development will exacerbate the existing shortfall of park and recreational facilities. Full implementation of the two General Plans with the UGB will, however, still result in increased demand for new park facilities. This is not an environmental impact. Buildout will also result in the construction of new parks and recreational facilities in new developed areas, and may include expansion of existing facilities. These new and expanded neighborhood facilities would not constitute significant adverse environmental impacts.

- **Implementation of the existing City of San Jose and Santa Clara County General Plans with or without the UGB could result in a cumulatively significant increase in demands for parks and recreation services. This would not be an environmental impact. Planned development, including the Urban Reserves may require new and/or expanded parks and recreational facilities. The development of new facilities would create physical changes but construction of new parks in conformance with General Plan goals and policies is not anticipated to cause significant adverse environmental impacts. The adoption of the UGB is not anticipated to generate increased demand for parks and recreation facilities that would result in physical impacts on the environment. (DEMAND FOR SERVICES FROM THE PARKS AND RECREATION SYSTEMS RESULTING FROM ADOPTION OF THE UGB WOULD HAVE A LESS THAN SIGNIFICANT IMPACT ON THE ENVIRONMENT.)**

5. Libraries

The San Jose Public Library System consists of one main library and 17 branch libraries. The Dr. Martin Luther King Junior Main Library is located adjacent to the Civic Auditorium downtown, and the 17 library branches are located throughout the City.

The San Jose General Plan benchmarks for library services are 10,000 square feet of library space per 36,000 population, and 18.3 weekly service hours per 10,000 population.

The additional demand for library service resulting from growth allowed by the existing General Plans with a UGB will impact individual neighborhood branches in the areas where growth would occur, and at the Martin Luther King, Jr. Main Library.

As population grows and service demands increase, additional library services would be required. These additional services would include the following:

- expanding the physical size of the branches and main library;
- adding new branches;
- enlarging materials collections;
- expanding/redefining collections to accommodate changing technologies;
- increasing staff; and
- providing additional services not currently provided.

Growth anticipated from implementation of the existing General Plan would require the expansion of 8 to 11 library facilities. Addressing existing deficit needs would also require

extensive investment, including the construction of three branch libraries.²⁵ The expansion in library services would result in physical changes on the environment. The construction and/or expansion of branch libraries within the neighborhoods they serve is not anticipated to result in significant adverse environmental impacts.

- **Implementation of the existing City of San Jose and Santa Clara County General Plans with or without the UGB could result in a cumulatively significant increase in demands for library services. This would not be an environmental impact. Full buildout of planned development, including the Urban Reserves, may require expansion of existing branch libraries and/or construction of new branch libraries. The development of new or expanded branch library facilities would create physical changes in the environment, but the construction of new libraries or expansion of existing libraries in conformance with General Plan goals and policies is not anticipated to cause significant adverse environmental impacts. The adoption of the UGB is not anticipated to cause an increased demand for library services resulting in physical impacts on the environment. (DEMAND FOR SERVICE FROM THE LIBRARY SYSTEM RESULTING FROM ADOPTION OF THE UGB WOULD HAVE A LESS THAN SIGNIFICANT IMPACT ON THE ENVIRONMENT.)**

²⁵ One of these three new branches would be the Winchester/Williams branch, located in an intensification corridor.

IV. SECONDARY IMPACTS

Section II of this EIR documented that the proposed adoption of a UGB by the City and County would not result in any significant *direct* environmental impacts. This conclusion is based on the fact that the UGB would simply reinforce existing limits on urbanization which are already in place in the adopted General Plans of the City and the County. Under the existing General Plans, future planned urban growth in San Jose would be the same with or without the UGB.

The above conclusion notwithstanding, there have been public statements and arguments made that the adoption of the UGB could result in adverse *secondary* environmental impacts. The CEQA Guidelines define secondary effects as consequences related more to the effects of the primary consequences than to the project itself; secondary effects may be several steps removed from the project in a chain of cause-and-effect. In this case, the argument has been put forth that the UGB will lead to increased infill development within San Jose, as well as "leap frog" development at outlying locations, either or both of which could result in significant environmental impacts. The discussion which follows analyzes whether or not these secondary consequences will occur and, if so, whether those impacts would be significant.

1. Infill Development Inside the USA

The argument that the adoption of the UGB will lead to an increase in the projected amount of infill development within San Jose's USA is based on the assumption that the UGB will further discourage interest in the long term development potential of lands outside the UGB, thereby leading to increased interest and demand for infill development within the UGB. Reducing the perceived likelihood of growth outside of the City's Urban Service Area is, in fact, one of the primary specified objectives of the UGB: "Promote fiscally and environmentally sustainable development, particularly 'infill' development, in locations where the City can most efficiently provide urban services".

Assuming that the economy remains strong and that growth will continue to occur in the greater San Jose area, it is reasonable to assume that continuing present policies to limit urban growth *outside* the UGB will increase the pressure for urban growth *inside* the UGB, all other factors being equal. However, as explained below, such infill growth inside the USA is already planned for and encouraged by both the City and County General Plans. Further, the environmental impacts of such infill development have already been disclosed in the EIRs prepared for the General Plans (and summarized in Section II of this EIR).

Assuming that infill development will occur with or without the UGB - a basic assumption of the adopted General Plans and this EIR - the only effect of the UGB may be on *the timing for when such infill development occurs*. Growth, especially urban development, is already restricted outside the USA. New development outside the USA now requires only a General Plan amendment which could be approved during any annual review of the General Plan. The UGB cannot, however, be changed so easily. With incrementally less likelihood for growth to occur outside of the USA with the UGB in place, the timeframe for planned infill development might be accelerated, as compared to the timeframe for the infill development

without the UGB in place. In any case, issues of timing would not effect the environmental impacts of such development, which is the relevant question under CEQA.

As discussed throughout this EIR, infill development is planned for and encouraged in both the adopted City and County General Plans. Infill development typically allows for the City to provide essential services (e.g., police, fire, utilities, etc.) in a more efficient manner than that associated with the development of outlying areas. Infill development avoids development in outlying areas which often contain prime agricultural land and habitat for a number of endangered species. Infill development is strongly encouraged by a variety of federal, state, regional, and local plans (including the federal and state Clean Air Acts) because it results in benefits to regional air quality. Infill development along the City's transit/rail corridors reduces automobile traffic which, in turn, has beneficial impacts with regard to air quality, energy consumption, and highway congestion.

As noted in the impacts discussions in Section II of this EIR, infill development often has adverse environmental impacts on a localized basis. These impacts include localized increases in congestion, noise, and air pollution. In some areas of the City, infill development requires the upgrading of existing infrastructure (e.g., roads, sewer lines, water lines, etc.) and it increases the demand upon existing schools, parks, libraries, and public safety services. Individual infill projects in San Jose are also subject to the General Plan policies that require impacts on established neighborhoods to be mitigated to acceptable levels. These mitigations will be part of infill development regardless of when they are built. The cost of upgrading infrastructure or otherwise paying to offset impacts to existing services may increase the cost of infill development, but is not anticipated to render such projects economically infeasible.²⁶

As noted above, all of these impacts of the planned infill development - both beneficial and adverse - have been disclosed in this EIR and in the EIR prepared by the City for its General Plan. The adoption of the UGB would not result in any additional environmental impacts, nor would it change the magnitude of those environmental impacts which have already been disclosed in the General Plan EIR.

To the extent that the UGB encourages infill development, much of which is higher density and/or multi family residential, the supply of affordable housing may be incrementally improved. Most of the new housing that is being built in the suburban neighborhoods is single family detached residential that is not affordable to households with lower than median incomes. Housing built on the urban fringe is generally more expensive than housing built on infill sites because of the cost of extending infrastructure. New development on the fringe must pay for all of the new infrastructure, which may include new streets, water mains, parks, and even schools and fire stations.²⁷ It must also pay to extend existing infrastructure such as major streets, sanitary sewer lines and utilities, and must pay the same connection and service fees as all other new development. In some cases, there may be unusually expensive

²⁶ In this context, it should be noted that most fees on new development, including parks and school fees, are applicable to all new development, whether infill or on the urban fringe. In addition, development at the edge of the urban envelope must typically pay to construct all new infrastructure, not just to upgrade existing systems.

²⁷ City of San Jose; *Levin Property FEIR*, August 1994.

infrastructure (such as detention basins) because of the absence or inadequacy of an established system. Because outlying development also contributes to “downstream” impacts on existing streets, sewer lines, and creeks, there may be off-site mitigation costs as well.

In San Jose, most of the housing that is currently considered “affordable” is multi-family residential and older housing stock. Virtually all of the new housing affordable to households with below median incomes now being built is receiving some form of government subsidy. This is considered unlikely to change as long as the economy remains strong. It is also possible that increased competition for infill housing could cause the cost of such housing to increase. These are market driven economic issues, however, and are too speculative to warrant further discussion in this EIR.

Among the reasons why the City and County General Plans encourage development to occur within USAs is that development at infill locations generally has less adverse environmental impacts than development outside the USAs. Most of the special status species in Santa Clara County occur in the hills and baylands and in the remaining undisturbed riparian corridors. Most of the steeper slopes, Bay mud, and earthquake faults in the County are located in the hills and baylands. The greatest potential for wildfires, landslides, erosion, and water quality impacts exist in the hills.

Finally, it is reasonable to question whether or not the proposed UGB would cause infill development to occur *at a scale greater than that planned for in the adopted General Plans*. Any landowner - inside or outside the USA - has the right to apply for a change in land use designation, zoning, or development rights. Whether any landowner of property inside the USA would chose to request increased density in response to the adoption of the proposed UGB is highly speculative. It is also impossible to predict the location(s) where such change(s), if any, would occur. In any case, all such requests would be subject to independent evaluation and review under CEQA, as well as an assessment of whether the requested change(s) would conform to applicable General Plan policies, including traffic and sewer capacity level of service policies.

2. Increased Demand for Development Outside San Jose’s Sphere of Influence

Similar to the argument described above which theorizes that the UGB may lead to increased infill development, an argument has been made that the UGB could lead to “leap frog” development outside the City of San Jose’s Sphere of Influence. As an example, could the adoption of the UGB cause further development in outlying areas such as in San Benito County or in the Central Valley, and would such development have significant environmental impacts?

“Leap frog” development was a term coined in the 1950's to describe what was then a pattern of urbanization in which new development skipped over land immediately adjacent to existing urban development to build instead on slightly cheaper, more distant properties. The result was a “checkerboard” urban pattern of developed land, all within the same region or jurisdiction. This phenomenon characterized outlying areas of San Jose in the 1950's and 1960's. The adoption of USAs has reduced the occurrence of leap frog development in Santa Clara County, and the UGB will reinforce existing policies of both the City and County. If the pressure for increased development in the rural areas of the County increases, the adoption

of the UGB policies by the County reduces the likelihood that such development would be approved.

The possibility raised in responses to the Notice of Preparation and elsewhere is that the adoption of the UGB will cause increased development pressure elsewhere, particularly in the Central Valley; that the continuing emphasis on infill development in San Jose will effectively cause an exportation of housing demand which will be met by other jurisdictions.

Outlying development has been - and is - occurring, and a number of people who work in Santa Clara County live in locations outside of Santa Clara County. There are various factors which contribute to long-distance commuting, including the willingness of commuters to drive long distances in order to obtain "affordable" housing of a particular type (such as single family detached houses on larger lots, for example). If the desired housing type is not available at an acceptable price nearer a source of employment, but is available at a more distant location, employees will make a housing choice based on their willingness to make the longer commute. This long-distance commuting does **not** occur because there is a shortage of housing in San Jose; in fact, San Jose has a jobs/housing imbalance in which there is a surplus of housing, compared to jobs within the City.

The booming economy and creation of jobs is a region-wide phenomenon. San Jose has traditionally absorbed the housing demand of other cities with high jobs to housing ratios, and the housing in San Jose has historically been more affordable than in those other cities. The phenomenon of commuting from out of the County began long before the northern county cities in Santa Clara County had built out to their current geographic extent. Before the mid-1970's, San Jose had land use policies that, in effect, allowed unlimited residential development on the urban fringe (including the leap frog development discussed earlier), but those policies, and the significant growth that resulted, did not stop the escalation of housing costs in the 1970's and 1980's, or the development of housing in other counties to meet that demand. The rising housing costs, in turn, contributed to the exportation of housing demand for the County as a whole, as indicated by the 1990 Census data that found significant in-commuting from San Mateo and Alameda counties.

San Jose's adopted General Plan provides for development of an additional 52,900 dwelling units during the time period after 1995 and before sometime between 2010 and 2020, including development in the South Almaden Valley Urban Reserve. ABAG projections reflect a demand for 51,360 dwelling units during roughly the same time period.²⁸ Should housing demand grow beyond the amount estimated, the City's General Plan includes the Coyote Valley Urban Reserve, which could accommodate between 20,000 and 25,000 more dwelling units, if certain prerequisite conditions are met. As discussed earlier in this EIR, there are also other procedural mechanisms available for meeting additional housing demand, should the City determine that it could meet the service, facility, and utility demands of additional housing. Some of the ways in which additional housing could be approved after adoption of the UGB would include:

²⁸ *Projections '98*, ABAG; these projections have been updated to reflect the significant job growth in 1997 in Silicon Valley.

- (a) Development on land already designated for residential uses at the higher ends of the allowed density ranges.
- (b) Approval of General Plan Amendments that allow higher density ranges on property already designated for residential uses;
- (c) Approval of more development, and/or development at higher densities, in the Intensification Corridors;
- (d) Preparation of a Specific Plan for development in the South Almaden Valley prior to, or concurrent with, approval during a General Plan Annual Review of an USA revision to include the South Almaden Valley in the USA;
- (e) Approval of a General Plan Amendment during any annual review to allow planning for urban densities on properties in the Coyote Valley Urban Reserve and preparation of a Specific Plan after or concurrent with inclusion of the Urban Reserve in the USA;
- (f) Initiation of a comprehensive General Plan update to: (1) evaluate the need to change the Urban Growth Boundary and (2) consider redesignation of land outside the UGB for urban uses, including residential development, before considering an USA expansion and a General Plan Amendment to increase densities.
- (g) Approval of a General Plan Amendment during any annual review which allows non-residential lands within the USA to be converted to residential uses, if approved by LAFCO.

In the near term, there is a plentiful supply of vacant land designated for residential development in San Jose's Sphere of Influence. In the long term, any discussion of the impacts of "running out" of residentially planned land is too speculative for further discussion.

Development in other cities and regions outside of San Jose and Santa Clara County lies outside of the jurisdiction and control of the City and County, respectively. Such development is controlled by the local jurisdiction in which the development occurs, subject to CEQA review and conformance with applicable local plans and policies. If other outlying jurisdictions provide housing that is more financially attractive to employees within San Jose and Santa Clara County, that is a decision which is beyond San Jose's and Santa Clara County's control.

Conclusions:

- Infill development will occur with or without the UGB, as planned for in the adopted City and County General Plans. The environmental impacts of such development is disclosed in the EIRs prepared on the City and County General Plans (and summarized in Section II of this EIR).
- The proposed UGB could cause planned infill development to occur sooner than it otherwise would. However, a change in the timing of infill development would not change the environmental impacts of such infill development.
- The existing City and County General Plans provide for sufficient local housing for the areas within the jurisdictions, and the adoption of the proposed UGB would not

change this situation. Based on this fact and the analysis described above, there is no evidence that the adoption of the UGB would be a factor which causes further housing development outside San Jose's Sphere of Influence, particularly since the UGB simply reinforces the existing urban limit policies of the adopted City and County General Plans.

V. ALTERNATIVES TO THE PROPOSED PROJECT

The current state law and CEQA Guidelines require that an EIR evaluate the comparative merits of “a range of reasonable alternatives to the project...which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project,....” [CEQA Guidelines §15126(d)]. In addition to the “No Project” alternative, a Draft EIR must describe reasonable alternatives to the project size, design and/or location, focusing on those alternatives which are capable of eliminating or reducing significant adverse environmental impacts. For a project which is the amendment of a plan, the EIR is required to evaluate both the impacts of not changing the plan as well as a “no development” scenario which evaluates the impacts of leaving the project site in its existing physical condition.

This EIR does not identify any significant primary or secondary environmental impacts which would result from adoption of the proposed Urban Growth Boundary. There are a number of impacts which might be anticipated from implementation of the existing City and County General Plans, but these impacts are not anticipated to worsen if the UGB is adopted (see Section II).

In a letter responding to the Notice of Preparation for this EIR (Appendix F), a law firm representing the owners of the Young and Richmond Ranches suggested that the EIR analyze a number of alternatives to the proposed UGB.²⁹ These suggested alternatives included: (1) a “limited” or “creative” development program that allows “compatible new development” when it is accompanied by conservation of large tracts of land in the greenbelt; (2) an alternative that allows modification of the UGB where a proposal includes buffers and protects views from the valley floor; (3) an alternative which includes all of the Silver Creek watershed inside the USA and UGB; and (4) an alternative which includes significantly more acreage inside the UGB than is proposed, with the City attempting to define which additional acreage can be developed with the least environmental impacts.

Of these suggested new alternatives, number (1) is suggesting that some mechanism other than a UGB be used which would allow development if it is accompanied by conservation; and numbers (2), (3), and (4) are basically the same: more land should be included in the UGB and/or provision should be made to include more land in the UGB. The letter writer states that she is assuming that the UGB will have a number of significant environmental impacts. This EIR has not, however, identified any significant environmental impacts as likely to result from the inclusion of the UGB in the existing City and County General Plans. The cumulative impacts of approving new development compatible with the General Plans and adopting the UGB will be the same impacts identified in the EIRs certified for the General Plans.

Selecting Alternatives

As described in Section I of this EIR, the following have been identified as basic objectives of the proposed UGB:

²⁹ The Young and Richmond Ranches are privately owned properties near the southeastern boundary of the San Jose USA, and outside the proposed UGB.

- ◆ Provide a greater degree of certainty for residents and property owners regarding the long-term expectations for urban development.
- ◆ Promote fiscally and environmentally sustainable development, particularly “infill” development, in locations where the City can most efficiently provide urban services.
- ◆ Preserve surrounding hillsides, wetlands and agricultural and other open space lands as a legacy for future residents and maintain the City’s reputation as an attractive place to live and work.
- ◆ Protect public health and safety by preventing urban development in areas subject to natural hazards.
- ◆ Preserve options for the optimal use of lands reserved for future growth, *i.e.*, the Urban Reserves.
- ◆ Establish greater consistency between City and County land use plans and development policies for areas within and outside the UGB.

In discussing how to select alternatives to a proposed project for discussion in an EIR, the CEQA Guidelines rely on a “rule of reason”, and state that,

“The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the project. Of those alternatives, the EIR need examine in detail only the ones that the lead agency determines could feasibly attain most of the basic objectives of the project.”

There is, therefore, no requirement that an EIR evaluate alternatives which the lead agency believes would increase rather than decrease environmental impacts, or which would attain virtually none of the project objectives. There have been proposals in the past to dedicate easements on property in a single ownership in exchange for allowing development not otherwise permitted on other parts of the property. While this arrangement would secure some permanent open space, it would also allow additional development in the greenbelt. The impacts of such additional development, including loss of farmland and open space, increased traffic and air pollution, increased demand for urban services plus the impact on existing neighborhoods resulting from increased municipal responsibility for maintaining infrastructure on the edge of the urban envelope, and increased exposure of people and property to environmental hazards, would make such a scenario environmentally inferior to the proposed project.

In addition, an alternative that would allow substantial development outside the existing USA line when and if such development proposes significant conservation of land through easements and other mechanisms (called “creative” development in a letter responding to the NOP) would not meet the following project objectives:

- ◆ *Provide a greater degree of certainty for residents and property owners regarding the long-term expectations for urban development.* If development outside the USA can be approved on a case-by-case basis, dependant on whether or not each development proposal is considered to have enough open space or enough conservation protection,

the public has no assurance that the urban limit line will be maintained in the long term.

- ◆ *Promote fiscally and environmentally sustainable development, particularly “infill” development, in locations where the City can most efficiently provide urban services.* Many of the City’s urban services are provided from a central node or require physical extensions of an existing network. Even when new development pays for extending parts of a network, greater burdens are placed on the existing infrastructure by development on the urban edge, and the City as a whole must maintain the entire system over time. Building extended sewer lines that eventually connect to existing mains and the central treatment plant, building streets on the urban edge that feed traffic onto existing roadways, and placing additional storm runoff in streams that flood inner City areas, will disproportionately increase the operating and maintenance burden paid for by the community as a whole, and do not contribute to the City’s ability to provide urban services efficiently. The extension of roads beyond the urban fringe can create additional traffic congestion and air pollution in the neighborhoods and urban areas through which they connect.
- ◆ *Preserve surrounding hillsides, wetlands and agricultural and other open space lands as a legacy for future residents and maintain the City’s reputation as an attractive place to live and work.* An alternative that allows developments in the Greenbelt would, by definition, allow more development than would be allowed by the existing USA in combination with the proposed UGB in the hillsides, wetlands, agricultural areas, and other open space lands outside the USA. Such an alternative would not, therefore, preserve them for the future.
- ◆ *Protect public health and safety by preventing urban development in areas subject to natural hazards.* The east foothills, which comprise most of the non-urban area of the City’s Sphere of Influence, are characterized by known earthquake faults, landslide-prone areas, and other geotechnical problems. Steeper slopes are also more prone to erosion and increase the difficulties of maintaining streets and other infrastructure. Greenbelt areas near the northern edge of the City are more likely to contain bay muds, weak soils, and are subject to tidal flooding. Increasing the amount of development outside the USA increases the likelihood that greater numbers of residents and property would be exposed to those hazards.

In addition to not being compatible with most of the project objectives, this particular suggested alternative would not lessen any potential environmental impacts, and there are no known environmental benefits that would result from allowing more development outside the USA. The alternative of a “limited” or “creative” development program is, therefore, not discussed any further in this EIR.

Given the findings of the analysis done for this EIR, the input represented by responses to the NOP, and the project objectives, the following alternatives are addressed in this section:

- No project/no development
- No project/no change in existing General Plan
- Smaller area inside the UGB (alternative location for urban growth limit line)

- Larger area inside the UGB (alternative location for urban growth limit line)
- No provision for minor modifications to the UGB
- Use of easements to protect the Greenbelt.

These alternatives were selected for the following reasons:

No project/no development - Discussion of this alternative is required by the CEQA Guidelines.

No project/no change in the existing General Plan - Discussion of this alternative is required by the CEQA Guidelines.

Smaller area inside the UGB - Reducing the amount of urbanization that might occur under San Jose's General Plan might reasonably be assumed to reduce those impacts anticipated to occur from implementation of the existing General Plan, including the significant unavoidable impacts such as increased visual impacts, loss of open space and agricultural land, increased traffic congestion, air pollution, and noise. This alternative evaluates whether reducing the area in the UGB would reduce potential impacts.

Larger area inside the UGB - By placing the UGB farther outside the existing urbanized area than the USA, some developers will pursue development at those outlying locations instead of developing vacant or underutilized lands at infill locations. In addition, expanding the UGB allows more residential development to occur in San Jose's Sphere of Influence. This alternative evaluates whether allowing for such development is environmentally superior to the proposed project.

No modification of the UGB - By not allowing any modification to the UGB other than the process required for major modifications, less development will be allowed on the urban edge of the City, and fewer encroachments will occur into the greenbelt. This alternative evaluates whether there might be fewer environmental impacts from such a restriction.

Easements in the Greenbelt - Easements on lands in the Greenbelt, instead of a UGB, could also control the potential for development in areas along the urban fringe. This alternative might reasonably be assumed to provide a greater level of protection for open space and agricultural lands.

a. NO PROJECT ALTERNATIVE

The CEQA Guidelines [§15126(d)4] require that an EIR specifically discuss a “no project” alternative, which should address both “the existing conditions, as well as what would be reasonably expected to occur in the foreseeable future if the project is not approved, based on current plans and consistent with available infrastructure and community services.” Since the proposed project in this instance is a General Plan Amendment, the alternative to the City approving the project would be to allow the General Plan to remain unchanged. The discussion below addresses both “existing conditions”, or a no further development scenario, and the alternative of not changing the General Plan.

1. No Development Scenario

If no further development were to occur in San Jose, none of the impacts associated with such development would occur. The area within San Jose's Sphere of Influence would remain as it

is currently. The result of the No Development Scenario would, therefore, be the conditions described under the headings of “Existing Setting” in Section II of this EIR. All of the impacts associated with ongoing implementation of the City’s existing General Plan, including the UGB, would be avoided by this alternative. This alternative would not be compatible with the project objectives, or with the City’s General Plan objectives overall.

2. Development Under Existing General Plan Policies

If the UGB is not approved, the USA line will continue to exist at its present location, and the land use designations and the policies for expansion into the non-urban areas on the periphery of the City will continue as they are. The physical impacts of implementing the City’s General Plan without a UGB will be the same as the physical impacts of implementing the General Plan with the UGB in place. Due to the annual possibility of future General Plan amendments in the proposed UGB area, this alternative would not meet the project objectives; in particular, this alternative does not provide a greater degree of certainty for the general public as to the long-term expectations for urban development; and does not provide additional protection for hillsides, wetlands and agricultural lands. The policies of the existing General Plans encourage infill development; the adoption of the UGB reinforces those policies and introduces procedural and analytic complexity into any proposal to expand on the urban fringe. The existing General Plans would not, therefore, as rigorously and consistently promote infill development or development at locations where urban services can be most efficiently provided; nor do they ensure as thorough an analysis of proposals for urban development in areas subject to natural hazards.

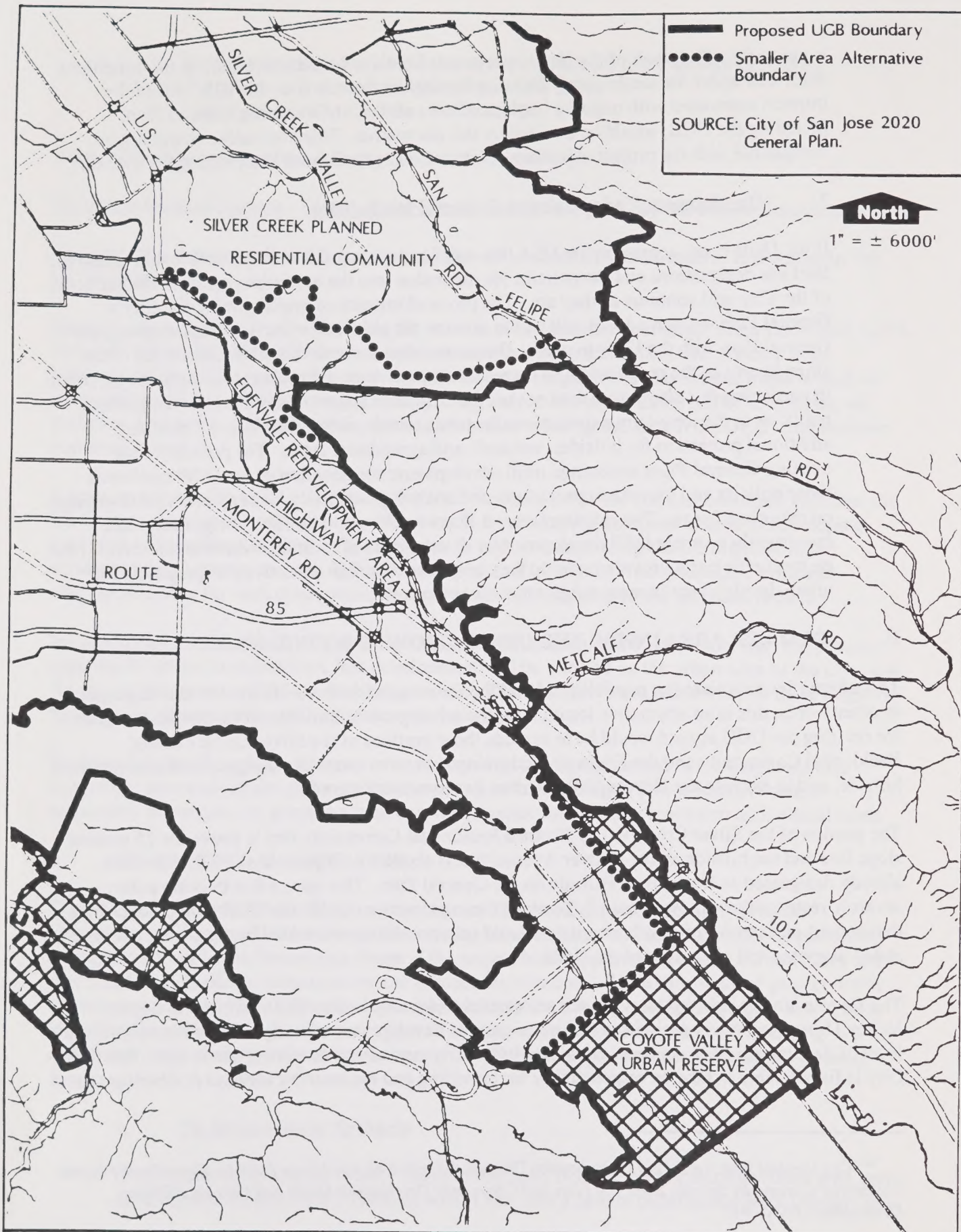
B. SMALLER AREA INSIDE THE URBAN GROWTH BOUNDARY

This alternative examines the possibility of making the area inside the UGB smaller than is proposed; in other words, this is an alternative location for the urban growth limit line. Two possible locations for revising the UGB inward would be to exclude those portions of the Silver Creek Planned Residential Community and the Edenvale Redevelopment Area presently designated as non-urban hillside, and to exclude the Coyote Valley Urban Reserve (see Figure 8).

The portion of the Silver Creek Valley Planned Residential Community that is above the 15 percent slope line and the hillside above Hellyer Avenue that is above the 15 percent slope line are both already designated as Non-Urban Hillside on the General Plan. This means that existing policy severely restricts their allowed uses.³⁰ To place those properties outside the UGB would not change the amount or intensity of development that could occur on them, and would be consistent with the stated purposes and objectives of the UGB.

The Coyote Valley Urban Reserve is not anticipated to develop before 2020. While the Coyote Valley Urban Reserve is designated for urban uses, its development can only occur after a significant level of development has occurred elsewhere in the City, and after a determination is made that the City is fiscally able to take on responsibility for providing and maintaining services to development at

³⁰ City General Plan: Land Use/Transportation Diagram definition of *Non-Urban Hillside*, *Silver Creek Planned Residential Community Specific Land Use Plan*, and *Community Development Goals and Policies, Hillside Development Policy #1*.



SMALLER AREA ALTERNATIVE

FIGURE 8

the southernmost edge of the urban envelope. That determination can only be made in the context of a General Plan update.³¹ Since the decision to urbanize the Coyote Valley Urban Reserve must be made in the context of a General Plan update, the decision-making process could coincide with a major modification of the UGB, which also must take place during a General Plan update.

An important difference between these two areas (the non-urban hillsides in Silver Creek and Edenvale, and the Coyote Valley Urban Reserve) is that the non-urban hillsides are intended by the City's General Plan to remain non-urban; they are not intended to develop under current policies. Coyote Valley however is an urban reserve -- it is specifically planned to develop with urban uses at some time in the future. To change the UGB location so as to place the Urban Reserve outside its boundary would, therefore, require additional changes to existing City policies for consistency since it would no longer represent the ultimate planned limit of urban development in San Jose.

Potential for Reducing Environmental Impacts

Moving the UGB may reduce the amount of land inside its boundary but not necessarily reduce the amount of development potential allowed on the land. The circumstances in which these two categories of lands must be evaluated are different. Each category, non-urban hillside and Coyote Valley Urban Reserve, is discussed separately below.

Non-Urban Hillsides

The properties currently included within the boundaries of the Edenvale Redevelopment Area and the Silver Creek Planned Residential Community, which are also designated for non-urban hillside uses, are presently subject to existing restrictions on allowed development. The existing General Plan designation of Non-Urban Hillside on land within the Edenvale Redevelopment Area means that the property cannot be developed with urban uses above the 15 percent slope line, in conformance with existing General Plan policies which are reinforced by the Redevelopment Project.³² The Silver Creek Planned Residential Community also designates non-urban hillside lands and precludes their development. Placing these properties outside the UGB would not change the amount of development allowed on the land and would, therefore, have no environmental effects.

Coyote Valley Urban Reserve

The land uses presently allowed in the Coyote Valley Urban Reserve are agriculture, rural residential, and private recreation. The existing General Plan includes a vision for developing the Coyote Valley Urban Reserve, but the specific land use scenario would be developed with the Specific Plan at a future date. While changing the UGB location does not change the land use designation, it might reasonably be assumed that the Urban Reserve land use designation would also be removed if the City decided to place the property outside the UGB. That action would not be the direct result of placing the property outside the UGB, but could be assumed as a logical extension of the UGB location decision. The area now designated as Urban Reserve would then only be designated for agriculture, rural residential, and private recreation land uses.

³¹ City General Plan: Coyote Valley Urban Reserve, Prerequisite Conditions #1 and #2.

³² State Redevelopment law requires that redevelopment projects conform to adopted General Plans.

Placing these properties outside the UGB would result in fewer environmental impacts in the long term. Removing the Coyote Valley Urban Reserve from the City's inventory of potential urbanized lands means that the impacts of urbanizing the property, including traffic, air pollution, noise, loss of habitat, and demand for public utility services, would not occur. Even though these impacts were not assumed to occur during the General Plan horizon, they would be anticipated to result from the eventual urbanization of the Urban Reserve.

Conclusion: The environmental impacts from implementation of the City and County General Plans with the non-urban hillside areas outside the UGB would be the same as those impacts anticipated from implementation of the General Plans with the UGB in the location proposed. The environmental impacts which might result from an alternative that places the Coyote Valley Urban Reserve outside the UGB, and removes the Urban Reserve designation, would be less than implementation of the General Plans with the Urban Reserve inside the UGB and designated for eventual urbanization. This alternative would be environmentally superior to the proposed project.

The existing General Plan designates the Coyote Valley Urban Reserve as a resource for the future, when the City may need additional housing. If the Urban Reserve designation is removed, the City's ability to access this additional site for housing would be limited in the future. This alternative would, therefore, not be compatible with existing General Plan goals and policies.

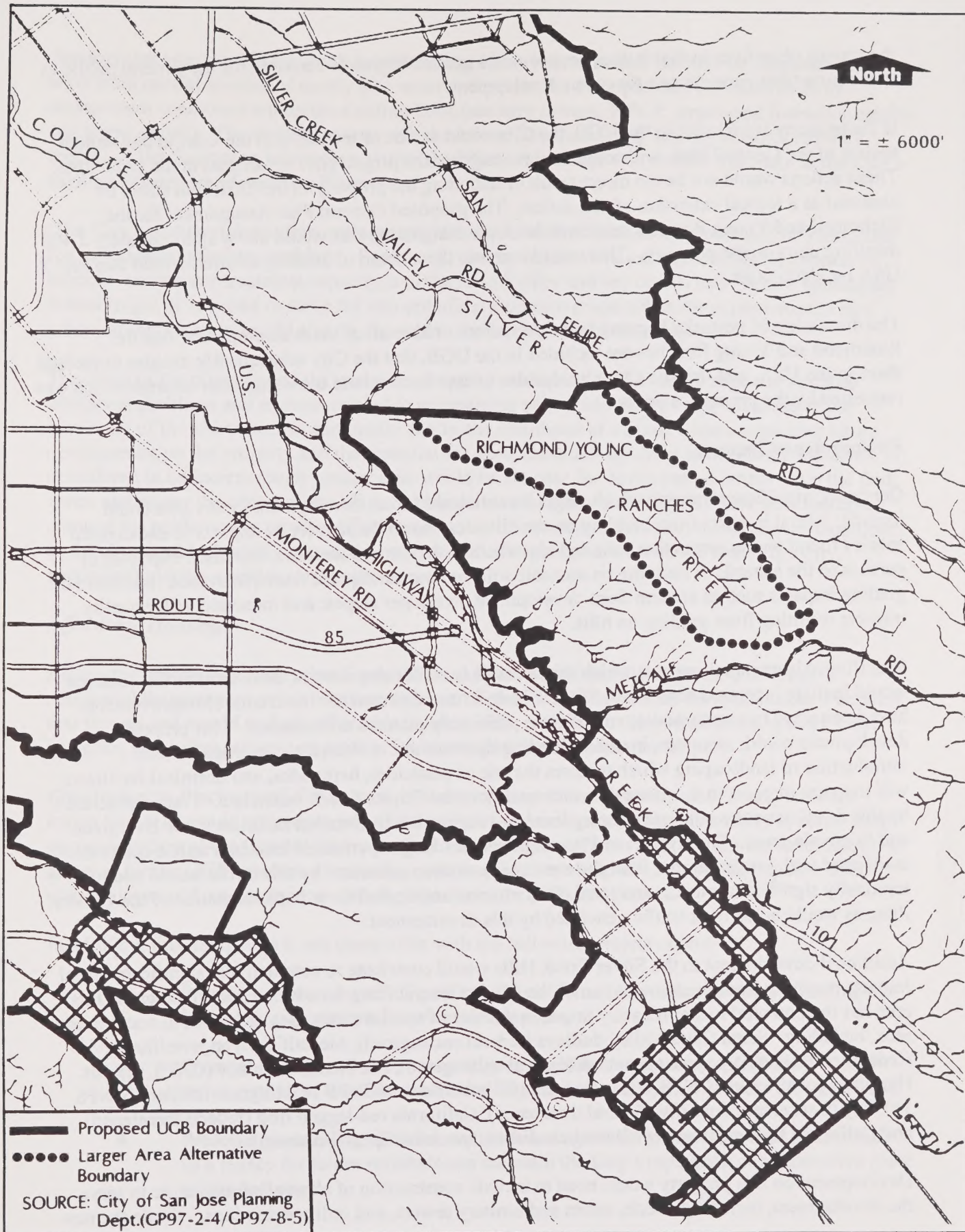
C. LARGER AREA INSIDE THE URBAN GROWTH BOUNDARY

This alternative examines the possibility of making the area inside the UGB larger than is proposed; in other words, this is also an alternative location for the urban growth limit line. One possible location for revising the UGB outward would be to include within the UGB those portions of the properties known as the Richmond and Young Ranches that are currently the subject of a requested City General Plan Amendment. As shown on Figure 9, these properties are adjacent to the existing USA and to the proposed UGB. This alternative is also assumed to be equivalent to the proposal referenced in the introduction to the Alternatives section that the UGB and USA include all of the Silver Creek watershed. The area is currently outside the City's USA.

The proposed project evaluated by this EIR is the establishment of an Urban Growth Boundary, and includes **neither** a modification of the location of the USA limit line **nor** a change in land use designation for any property inside or outside the proposed UGB. The alternative proposed by the attorneys for the Richmond and Young Ranches, to modify the proposed UGB **and** to modify the existing USA, would be a General Plan amendment of significantly different scope than the proposed UGB. Therefore, this alternative evaluates only the different location for the UGB. The USA is assumed to remain at the same location as it is currently in the existing General Plan.

Potential for Reducing Environmental Impacts

Including portions of the Young and Richmond Ranches inside the UGB would have no immediate environmental impacts, nor would it have any immediate environmental benefits. Since these properties would remain outside the USA and would still be designated for *Non Urban Hillside* uses, urban development could not be approved on the properties in the near term. To the extent that the inclusion of these properties inside the UGB might be interpreted to mean that the UGB was flexible or subject to modifications in non-urban hillside areas, this alternative is in direct conflict with one of



LARGER AREA ALTERNATIVE

FIGURE 9

the project objectives in that it does not provide a greater degree of certainty for the general public as to the long-term expectations for urban development.

If the property is included in the UGB, the City could decide to include it in the USA at any annual review of the General Plan, and could then redesignate the property for urban uses at the same time. These actions would not be the direct result of including the property in the UGB, but could be assumed as a logical extension of that action. The proposed General Plan Amendment for the Richmond and Young Ranches requests a land use designation that would allow approximately 2,400 dwelling units on the property. This would increase the amount of housing allowed within San Jose's USA by 2,400 units.

The discussion of potential impacts below, therefore, makes all of these assumptions: that the Richmond and Young Ranches are included in the UGB, that the City subsequently decides to include them in the USA, and that the City also decides to approve the land use designation change which was requested by the property owners.

Environmental Impacts

Generally, significant impacts which might be anticipated from development in this area could include: visual impacts from building on the hillsides; loss of habitat for or impacts to endangered species found on the serpentine soils and elsewhere in the eastern foothills; increased exposure of persons to the hazards of building on unstable soils or near earthquake faults; increased likelihood of grading impacts such as erosion from development on steeper slopes; and increased water quality impacts resulting from grading on hills.

Specific environmental impacts which might result from development of these units at this location would include increased runoff into Silver Creek, whose downstream flood control improvements have been sized to accommodate runoff from previously planned urbanization. This proposed development could, therefore, increase flooding downstream. Pavement, construction, and introduction of landscaping which requires the use of pesticides, herbicides, and chemical fertilizers will increase impacts to downstream water quality in the Coyote Creek watershed. Traffic generated by this development would use existing local and regional transportation facilities in the Evergreen and Edenvale areas. The Evergreen Planning Area has long experienced localized traffic congestion associated with limited egress from the area. Air pollution generated by this traffic would add to regionally significant impacts and local (CO) impacts anticipated from implementation of the General Plan, as would noise from traffic generated by this development.

Additional development in the Silver Creek Hills would contribute to cumulatively significant visual impacts resulting from implementation of the City's General Plan. In addition, development in this area has the potential to significantly impact a number of special status species known to occur in the area, including: Santa Clara Valley dudleya (federal endangered), Metcalf Canyon jewelflower (federal endangered), coyote ceanothus (federal endangered), Mt. Hamilton thistle (CNPS 1b), Mt. Hamilton jewelflower (CNPS 1b), most beautiful jewelflower (CNPS 1b), fragrant fritillary (CNPS 1b), bay checkerspot butterfly (federal threatened), California red-legged frog (federal threatened), and California tiger salamander (federal candidate, species of special concern).

Development on this property would need to include construction of all new infrastructure to serve the development, including streets, storm and sanitary sewers, and utility extensions. While the new

development would build the localized extensions of the infrastructure, the new development will draw from central sources of supply (for water and power, for example) and will contribute to downstream conditions within the existing USA (sanitary sewers, WPCP, streets and freeways, creeks and storm drains). The sanitary sewers will contribute flow to existing sanitary mains, primarily feeding to the Evergreen Interceptor, within the USA; and sewage will require treatment at the City's existing Wastewater Treatment Plant.

The City's parkland dedication ordinance would require either dedication of parkland or a monetary fee sufficient to purchase parkland. Fees would also be required based on incremental impacts to schools, wastewater treatment capacity, and the need for fire and police services. A new elementary school might be required to serve the amount of development proposed on these properties; a new school at this location would also be exposed to the increased seismic risks.

The slope of the property and the presence of nearby earthquake faults can be expected to cause additional problems and expense related to maintaining streets and utility lines. Because of the proximity of the site to known earthquake faults, the likelihood of seismic events impacting future development on the property and the potential for significant damage from such seismic incidents, is considered to be incrementally greater than would be the case for development farther from the fault zones and nearer the center of the USA. Problems in rural areas, such as grass fires, also increase demand for public safety services. This combination of circumstances could mean that development in this area could adversely impact the provision of emergency services to the rest of the City, particularly during a severe earthquake.

Affordable Housing

Although conformance with other General Plan policies would necessitate some clustering of residential development at this location, the cost of providing all necessary services makes it unlikely that this project would include affordable housing. The increase in the overall housing stock may, however, somewhat reduce competition for housing within the urban envelope.

Conclusion: Placing the UGB so as to include portions of the Richmond and Young Ranches inside the UGB would not reduce any of the cumulative environmental impacts likely to result from implementation of the General Plan with the UGB as proposed, and could, if ultimate development is assumed by the UGB location, eventually result in a number of significant adverse impacts. This alternative would not be environmentally superior to the proposed project.

In addition, this alternative is not compatible with the following project objectives:

- ◆ Provide a greater degree of certainty for residents and property owners regarding the long-term expectations for urban development.
- ◆ Promote fiscally and environmentally sustainable development, particularly "infill" development, in locations where the City can most efficiently provide urban services.
- ◆ Preserve surrounding hillsides, wetlands and agricultural and other open space lands as a legacy for future residents and maintain the City's reputation as an attractive place to live and work.

- ◆ Protect public health and safety by preventing urban development in areas subject to natural hazards.
- ◆ Establish greater consistency between City and County land use plans and development policies for areas within and outside the UGB.

D. NO MINOR MODIFICATIONS OF THE UGB

This alternative would revise the language of the proposed General Plan text amendments to allow **no** modifications to the UGB location outside of a comprehensive General Plan update.

The text of the General Plan amendments reflects the intention of generally allowing small areas to be included in the UGB, generally areas of less than five acres located below the 15% slope line, with little potential for significant adverse effects. These modifications could occur during an annual review of the City's General Plan, in conjunction with a similar revision to the USA. While no such modifications are proposed at this time, their procedural simplicity means that they could occur, and could result in some degree of physical impacts on the environment at the edge of the urban envelope from eventual development allowed under the General Plan.

Potential impacts which might be anticipated from such development could include: visual impacts from building on the sloping lands between the hills and the valley or on the baylands; loss of habitat or impacts to endangered species found on the serpentine soils and elsewhere in the eastern foothills and in the marshes and wetlands near the Bay; increased exposure of persons to the hazards of building on unstable soils or near earthquake faults; increased likelihood of grading impacts such as erosion from development on steeper slopes; increased water quality impacts resulting from grading on somewhat steeper slopes and/or near marshes.

By precluding these minor modifications other than during a comprehensive General Plan update, this alternative would only effect the timing of these impacts, not their severity or likelihood of occurrence.

Conclusion: By eliminating the possibility of such minor modifications taking place, this alternative would result in a reduced likelihood of environmental impacts from associated development occurring prior to a General Plan update. This alternative would not result in any additional environmental impacts or benefits and would be compatible with project objectives.

E. EASEMENTS IN THE GREENBELT

In this alternative, the City would seek open space easements for those properties that make up the Greenbelt on the edge of the urban envelope. The most likely method for obtaining the easements would be to buy them. No source of funding for such an action is identified, although the avoided expense in not having to plan for capital expenditures associated with infrastructure expansion, including expansion of the WPCP, sanitary sewer system, storm water collection system, etc., could provide some opportunity for creative financing. The financing method is not, however, an environmental issue and does not need to be addressed in this EIR.

The existence of open space easements dedicated to either the City of San Jose or Santa Clara County, or both, would create a long term barrier to urban development. There are no physical impacts that are likely to result from the existence of such easements, and the potential for secondary impacts would be no greater than with the proposed project.

Conclusion: Dedication of open space easements in the Greenbelt would be as effective as the proposed project in protecting the Greenbelt from development, and would have no more environmental impacts. To the extent that such easements would preclude all development and the impacts of such development while the existing land use designations, even with the UGB, allow some limited development, this alternative may be environmentally superior. This alternative would also be compatible with project objectives. However, at this time there is no identified source of funding that would purchase such easements, which may make this alternative economically infeasible.

VI. CUMULATIVE IMPACTS

The CEQA Guidelines state that cumulative impacts must be discussed in an EIR when “they are significant”.³³ The Guidelines then go on to describe how the cumulative analysis is to be prepared. The analysis can be based on a list of past, present and reasonably anticipated future projects, or can be:

“a summary of projections contained in an adopted general plan or related planning document which is designed to evaluate regional or areawide conditions.”³⁴

The proposed project is an amendment to existing General Plans that establish the long-term planning goals and policies for an area contained within the San Jose Sphere of Influence. The cumulative impacts of the proposed project *and* the anticipated implementation of those General Plans is specifically addressed in Section II. Existing Setting, Impacts and Mitigation Measures, of this EIR. Each subsection describes the impacts on a particular area of the environment which might be anticipated from implementation of the existing General Plans *with* the addition of the proposed UGB.

As defined by the Guidelines:

“‘Cumulative impacts’ refers to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.

(a) The individual effects may be changes resulting from a single project or a number of separate projects.

(b) The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.”³⁵

The “several projects” taking place over a period of time are implementation of the City and County General Plans. The projections of what real world impacts of that implementation will be, with and without the UGB, form the basis of the analysis in this EIR.

There are also three proposed General Plan Amendments pending in the City of San Jose which apply to lands adjacent to the existing USA line. These three requested amendments are:

GP98-04-02 West side of Gold Street north of SR 237; a request to change the land use designation on 70.5 acres from *Private Recreation* and *Private Open Space* to *Combined Industrial/Commercial*.

³³ §15130(a).

³⁴ §15130(b)1(B).

³⁵ §15355.

GP98-08-01 Approximately 2,500 feet southerly of Silver Creek and San Felipe Roads, adjacent to the Silver Creek Planned Residential Community (includes parts of lands also known as the Richmond and Young Ranches); a request to change the land use designation from *Non Urban Hillside* to *Estate Residential*, *Low Density Residential*, *Medium Low Density Residential*, *Medium High Density Residential*, *General Commercial*, *Public/Quasi-Public*, *Private Recreation*, *Urban Hillside*, and *Private Open Space*, and to include the property within the USA.

GP98-08-02 South side of Aborn Square Road approximately 150 feet west of Capitol Expressway; a request to change the land use designation on 4.6 acres from *Neighborhood/Community Commercial* to *Very High Density Residential*.

Should the first and third of these requested amendments be approved, the cumulative impact with implementation of the existing General Plans and adoption of the UGB would be similar to the cumulative impacts identified throughout this EIR. Localized traffic impacts may increase incrementally, particularly in the northerly areas of the County, and the demand for public services and facilities in the Evergreen area would increase relative to the new residential units. The cumulative visual and open space impacts could increase significantly with approval of GP98-04-02.

If GP98-08-01 is approved, it would be inconsistent with the proposed UGB; the cumulative impact of adopting the UGB and implementing the General Plan with this proposed amendment would be internal inconsistencies in the City's General Plan. The cumulative environmental impacts would include significantly increased loss of open space, loss of habitat for special status species and possible impacts to the species, impacts associated with erosion, water quality, seismic hazards and other risks of development in the hills, significant increases in demand for public services and facilities, incremental increases in traffic and air pollution, increased flooding, and significant impacts on demand for public safety services.³⁶

Other possible activities which could contribute to the cumulative effects of the proposed San Jose and County General Plan amendments would be the adoption by other cities of UGBs. Given that concerns have been raised that adoption of a UGB by San Jose would contribute to increased housing costs, exportation of housing demand and associated incommuting from outside the County, there could be a perception that widespread adoption of UGBs in Santa Clara County could have a cumulatively significant impact on housing costs, development pressure outside the area, and increased incommuting. As discussed in Section IV. Secondary Impacts, these impacts result from a number of factors; widespread adoption of UGBs that reinforce existing growth control policies in Santa Clara County may also reinforce the exportation of housing pressure and its associated impacts. The phenomenon cannot be attributed to this project (creation of a UGB for San Jose's Sphere of Influence) alone, and is beyond the reasonable scope of this EIR.

To summarize the analysis found in Section II, implementation of the General Plans with the proposed UGB will result in significant environmental impacts in the areas of: land use compatibility, loss of open space and agricultural land, visual impacts, geologic impacts, flooding, drainage, and water quality impacts, impacts upon archaeological and historic resources, hazardous materials impacts, impacts upon special status species and ordinance trees, substantial increases in traffic

³⁶ See also the discussion in Section V. of this EIR, Alternative C, Larger Area Inside the UGB.

congestion and noise level increases along certain roadway segments, short-term construction noise, and increased demand for utility services, including the need for new infrastructure. Most of these impacts will be avoided or reduced to less than significant levels by policies and programs that are also included in the General Plans.

Implementation of the General Plan without the UGB will result in significant unavoidable impacts to the following: loss of open space, loss of agricultural land, visual quality, air quality, and traffic-related noise. Adoption of the UGB will not reduce these impacts to less than significant levels, nor will it cause any new significant unavoidable impacts, nor any increase in severity of any of these impacts. The proposed UGB does reinforce existing policies in the City and County General Plans which limit future development in hillsides and on farmlands and other open spaces on the perimeter of the urban envelope.

Conclusion: Adoption of the UGB will not cause or contribute to any increase in cumulative impacts from implementation of the City and County General Plans.

VII. SIGNIFICANT UNAVOIDABLE ENVIRONMENTAL IMPACTS

As discussed in Section VI. Cumulative Impacts, the proposed adoption of a UGB as an amendment to the existing City and County General Plans may not reduce or avoid any of the significant unavoidable impacts anticipated from implementation of those plans. As discussed in Section II of this EIR, the cumulative impacts of implementing the existing City and County General Plans, with or without adoption of the UGB, will include cumulatively significant unavoidable impacts to air quality and the visual resources of the area, and cumulatively significant loss of open space and agricultural land as well as cumulatively significant increases in traffic-related noise. Adoption of the UGB will also not contribute to the severity of those impacts already anticipated to occur from implementation of the plans, nor will it result in any new significant unavoidable impacts.

VIII. GROWTH INDUCING IMPACTS OF THE PROPOSED PROJECT

The adoption of the UGB will reinforce existing policies in the adopted City and County General Plans that limit allowed development in the greenbelt. It will not allow any more development inside the USA than is already allowed by the City's General Plan. It will not create any precedent that will encourage or enable growth outside existing urban boundaries.

Therefore, it is concluded that the proposed project will not result in any growth-inducing impacts.

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Persons Consulted

Gary Binger, Planning Director, Association of Bay Area Governments.

Julie Caporgno, City of San Jose Department of Planning, Building and Code Enforcement

Michael Flores, City of San Jose Department of Planning, Building and Code Enforcement

Walter Fujczak, City of San Jose Fire Department

Hugh Graham, Santa Clara County Planning Department

Bill Shoe, Santa Clara County Planning Department

Jim Tanner, City of San Jose Public Works Department

Susan Walton, City of San Jose Department of Planning, Building and Code Enforcement

IX. AUTHORS AND CONSULTANTS

AUTHORS

City of San Jose
Department of Planning, Building and Code Enforcement
James R. Derryberry, Director
Julie Caporgno, Senior Planner
Michael Flores, Senior Planner

CONSULTANTS

David J. Powers & Associates
Environmental Consultants and Planners
Michelle Yesney, Principal
Jodi Starbird, Assistant Project Manager

Barton-Aschman Associates, Inc.
Traffic Consultants
Michael Waller, Project Engineer

H.T. Harvey & Associates
Ecological Consultants
Rick Hopkins, Project Manager

TECHNICAL APPENDICES

APPENDIX A

PROPOSED TEXT AMENDMENTS TO THE FOLLOWING DOCUMENTS:

- ▶ CITY OF SAN JOSE MUNICIPAL CODE TITLE 18
- ▶ CITY OF SAN JOSE 2020 GENERAL PLAN
- ▶ COUNTY OF SANTA CLARA 1995 GENERAL PLAN
- ▶ CITY OF SAN JOSE AND SANTA CLARA COUNTY JOINT POLICY STATEMENT

ORDINANCE NO. 1002

AN ORDINANCE OF THE CITY OF SAN JOSE ADDING A
NEW CHAPTER 18.20 TO THE CITY OF SAN JOSE
MUNICIPAL CODE TO ESTABLISH A PROCESS FOR
ADJUSTMENTS TO THE VEHICLE GROWTH FUNDING

CITY OF SAN JOSE MUNICIPAL CODE TITLE 18

WHEREAS, a majority of the City of San Jose Council has determined that the City of San Jose should
adopt a process for adjusting the Vehicle Growth Funding

WHEREAS, the Council of the City of San Jose has determined that it is in the best interests of the City of San Jose
to adopt the following ordinance:

NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF SAN JOSE:

SECTION 1. A new Chapter 18.20 is added to Title 18 of the City of San Jose Municipal Code, to read as follows:

Chapter 18.20

Vehicle Growth Funding Adjustments

Part 1

General Provisions

18.20.010 - Short Title

2. The Board of Supervisors hereby adopts the following as the official process for adjusting the Vehicle Growth Funding:

JRG:TR
7/9/97

ORDINANCE NO. 25302

**AN ORDINANCE OF THE CITY OF SAN JOSE ADDING A
NEW CHAPTER 18.30 TO TITLE 18 OF THE SAN JOSE
MUNICIPAL CODE TO ESTABLISH A PROCESS FOR
AMENDMENTS TO THE URBAN GROWTH BOUNDARY
ESTABLISHED BY THE SAN JOSE GENERAL PLAN**

WHEREAS, a Negative Declaration (ND) was prepared under File No. GP-UGB, and said ND was adopted on September 30, 1996; and

WHEREAS, this Council of the City of San Jose has considered and approves said ND prior to approval of this ordinance.

NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF SAN JOSE:

SECTION 1. A new Chapter 18.30 is added to Title 18 of the San Jose Municipal Code to be numbered, entitled and to read as follows:

Chapter 18.30

Greenline/Urban Growth Boundary

Part 1

General Provisions

18.30.100 Intent.

- A. The Greenline/Urban Growth Boundary (UGB), as shown on the Land Use/Transportation Diagram and as described in the text of the General Plan, is intended to be the ultimate limit to urbanization within which all future urban development in San Jose should occur and is designed to encourage compact,

JRG:TR
7/9/97

efficient infill development and discourage more costly development at the edge of the City. The UGB also helps to ensure that urban services provided by the City to existing neighborhoods will not be reduced by service demands of new urban development at the City's fringe.

- B. Significant Modifications to the UGB, or significant modifications to the General Plan text supporting the Boundary, will only be considered in the context of a major, comprehensive update of the General Plan which fully considers all of the implications of expanding the limits of urbanization.
- C. The procedures established in this Chapter 18.30 shall be used to process any request for a modification filed prior to the effective date of this ordinance.

18.30.130 Land Use Changes Outside the UGB.

Any request for a General Plan amendment proposing to change non-urban land use designations to urban land use designations on lands located outside of the UGB shall be processed in conjunction with a request to modify the UGB in accordance with this Chapter.

Part 2

Modification Process

18.30.200 Modifications.

- A. Any request for a Modification to the UGB, as shown on the Land Use/Transportation Diagram or the text of the General Plan with regard to the UGB, shall be filed by December 1 to qualify for hearing during the Annual Review Process of the General Plan for the succeeding year..

JRG:TR
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- B. If, within ninety (90) days after the application is filed, the Director determines the request clearly qualifies as a Minor Modification based on the strict interpretation of the criteria set forth in Section 18.30.220, the Modification may be considered during the Annual Review of the General Plan.
- C. If, within ninety (90) days after the application is filed, the Director determines the request does not qualify as a Minor Modification based on the strict interpretation of the criteria set forth in Section 18.30.220, the request shall be set for hearing pursuant to Section 18.30.260.

18.30.220 Criteria - Minor Modification.

To qualify as a Minor Modification, a proposed Modification to the UGB must meet the criteria in subsections A, B, or C below.

- A. Subject to the limitations of subsections B and C, lands proposed for inclusion within the UGB must be:
 - 1. Be no larger than five (5) acres in size unless the proposal would further the goals of the UGB by creating a permanent open space buffer or other clear limit to future urban development in the vicinity; and
 - 2. Located below the fifteen (15%) percent slope line, as defined in the General Plan; and
 - 3. Be contiguous to lands with an urban designation.
- B. Lands adjacent to the Coyote Valley Urban Reserve or within the Alviso Planning Area, proposed for inclusion within the UGB must:

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7/9/97

1. Be no larger than 5 acres in size; and
2. Be located partly within the UGB; and
3. Be proposed for development with a single masterplan process and coordinated implementation.

C. Land proposed for inclusion in the UGB for public service or facility uses must:

1. Require urban services; and
2. Be required to serve existing or planned development within the Urban Service Area.

18.30.260 Modification - Hearings.

A.. If the Director determines that the application does not qualify as a Minor Modification, the Director shall set hearings before the Planning Commission and the City Council on the issue of whether:

1. The application qualifies as a Minor Modification; or
2. A comprehensive update of the General Plan is currently underway or scheduled, and that the application should be referred to that process ; or
3. A comprehensive update of the General Plan shall be undertaken.

B. Notice of the time and place of the hearing by one publication in a newspaper of general circulation in the City at least ten (10) days before the date set for the Planning Commission and City Council hearings.

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- C. If the City Council initiates a comprehensive update of the General Plan, the request for a Significant Modification shall be referred to the update process.
- D. The Modification request shall be denied unless the City Council:
 - 1. Determines that the application qualifies as a Minor Modification; or
 - 2. Refers the application to an existing comprehensive update of the General Plan; or
 - 3. Initiates a comprehensive update of the General Plan based on the findings in Section 18.30.250.

18.30.250 Significant Modification.

- A. Significant Modifications to the UGB are strongly discouraged in order to ensure the long term stability of the Boundary by directing urban growth to areas of the City that are urbanized or planned for urbanization.
- B. The City Council shall refer a Significant Modification to a comprehensive update of the General Plan only if it makes one of the following findings:
 - 1. A comprehensive update of the General Plan is being scheduled for reasons independent of this application; or
 - 2. The applicant has demonstrated that without the Modification, an owner would be denied economically viable use of his or her land.

18.30.280 Fees.

A filing fee, as set forth in the Schedule of Fees adopted by resolution of the City Council, shall be submitted with each request for a Modification to the UGB.

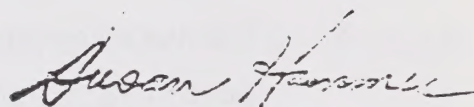
JRG:TR
7/9/97

PASSED FOR PUBLICATION OF TITLE this 29th day of April, 1997
the following vote:

AYES: DANDO, DIAZ, DIQUISTO, FERNANDES, FISCALINI, JOHNSON,
PANDORI, POWERS, SHIRAKAWA, WOODY; HAMMER

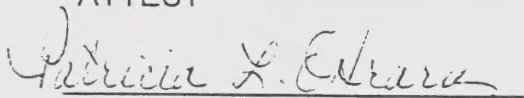
NOES: NONE

ABSENT: NONE



SUSAN HAMMER
Mayor

ATTEST



PATRICIA L. O' HEARN
City Clerk

CITY OF SAN JOSE 2020 GENERAL PLAN

PROPOSED TEXT AMENDMENTS (UGB)

Amended Chapter III. Major Strategies; Growth Management (pages 35-36) as follows:

GROWTH MANAGEMENT

The City of San Jose is a municipal corporation formed to deliver a broad mix of services to the citizens and property owners of the community. The General Plan reflects a serious interest in the effects of urban development on the City's operating and capital budgets and vice-versa. All land use decisions have an effect on future City tax revenues, ~~and on the costs of delivering services, and on the City's quality of life.~~ Even though the direct relationship of an individual development decision to an individual budget program or the City's quality of life is not readily discernible, ~~given the citywide scope of budget programs,~~ an overall impact is clearly experienced over time on both. As long as the City continues to grow in population and housing units, the operating and capital budgets will have to deal with increased service demands. The purpose of a growth management strategy, therefore, is to find the delicate balance between the need to house new population and the need to balance the City's budget, while providing acceptable levels of service.

~~The City's strategy for growth management can best be described as the prudent location of new development to maximize the efficient use of urban facilities and services, and to this end, the General Plan encourages infill development within urbanized areas.~~ The General Plan gives direction to the growth the City will experience in the future. Where and when growth occurs is ~~accommodated~~ has major implications for service levels and ~~for on~~ the costs of operating the City. The location of growth in the City is established by the Greenline/Urban Growth Boundary (G/UGB) which defines the City's ultimate limits to urban expansion. The G/UGB is described in more detail in the Greenline/Urban Growth Boundary Major Strategy but, in essence, this Boundary ensures that all new development will be prudently located to achieve the most efficient use of urban facilities and services. The G/UGB, in conjunction with the Urban Service Area boundary, reinforces other General Plan policies which encourage infill development within urbanized areas where urban facilities and services are already available, thus minimizing the cost of providing urban services.

The need to accommodate housing development is created by the economic development strategy and the normal increase of population in the City. Industrial and commercial development seek a labor force to fill the employment opportunities being created. In order to attract high technology industry or Downtown banks and hotels, San Jose must continue to plan for some new housing development. There is a delicate balance between these land uses; insufficient housing resources can detract from economic development and a surplus of housing production can place great strain on the City's financial capacity to deliver services. In addition to balancing residential with commercial and industrial uses in order to balance service demands and revenue sources, the location of housing is also critical to minimizing service costs.

PROPOSED TEXT AMENDMENTS (UGB)
(continued)

The Greenline/Urban Growth Boundary, Urban Reserve, and Urban Service Area policies of the General Plan are designed to encourage compact, efficient infill development and discourage more costly development at the edge of the City. Infill development of housing on the scattered vacant sites available in the urbanized area has been the City's growth management strategy since the early 1970s. In the future, the recycling of underutilized or blighted properties through privately sponsored redevelopment is likely to become more significant. As land values increase and with the increased attractiveness of sites near employment centers or on transit routes, new infill opportunities may be created. New housing developments in these types of locations could be very advantageous for the City if the new facilities and services required are minimal.

The Greenline/Urban Growth Boundary, Urban Reserve and Urban Service area policies help to ensure that urban services provided by the City to existing neighborhoods will not be reduced by the service demands of new urban development at the fringe of the City. Level of service policies for transportation, sanitary sewerage and sewerage treatment facilities also provide a measure of protection for existing neighborhoods from any increased services required by infill development. New development is expected to pay for the infrastructure required to support it. A significant part of the costs for such infrastructure as arterial streets, sewers, storm drains, parks, fire stations and libraries are funded by fees and charges paid by new development.

Amended Chapter III. Major Strategies; Urban Conservation/Preservation (page 38, first full paragraph) as follows:

URBAN CONSERVATION/PRESERVATION

The Greenline/Urban Growth Boundary, the Urban Service area and the level of service policies all support the conservation of existing neighborhoods, both mature and newly developing. Infill development is tempered by the consideration of protecting nearby areas from adverse impacts. The General Plan goals for employment and a sound tax base recognize that neighborhood conservation takes substantial resources. An overall level of economic stability enables individual citizens to maintain their neighborhoods and enables the City to maintain current levels of services. Clearly, in time of economic prosperity and increasing fiscal resources, the City would be able to improve services to existing neighborhoods. At a minimum, however, the City will strive to maintain adequate levels of service for existing neighborhoods by avoiding development at the fringe of the City which could divert these services.

PROPOSED TEXT AMENDMENTS (UGB)
(continued)

Amended Chapter III. Major Strategies; The Greenline (pages 38- 39) as follows:

THE GREENLINE/URBAN GROWTH BOUNDARY

The Greenline/Urban Growth Boundary is a strategy to define the ultimate perimeter of urbanization in San Jose. ~~Besides setting limits to urban development as described in the growth management strategy,~~ The Greenline/Urban Growth Boundary is intended to develop a clearer identity of San Jose by defining where the City begins and ends and to preserve valuable open space resources. The natural environment and resources surrounding the area within the Greenline/Urban Growth Boundary ~~Urban Service Area~~ are the inspiration for this strategy.

The Greenline/Urban Growth Boundary reflects the strong, long-standing commitment of both the City of San Jose and the County of Santa Clara that urban development should only occur within the Urban Service Areas of cities where urban development can safely and reasonably be accommodated and where urban services can efficiently be provided. Lands outside of the Greenline/Urban Growth Boundary are identified as those that are intended to remain permanently rural in character and that should remain under the jurisdiction of the County. Both jurisdictions are committed to the success of this arrangement and will continue to develop and implement consistent land use plans and development policies for lands of mutual concern both within and outside of the Greenline/Urban Growth Boundary. This commitment is reflected in the Greenline/Urban Growth Boundary goals and policies of both General Plans.

The key elements of the Greenline/Urban Growth Boundary are the hillsides, the baylands and the rural/agricultural area in the south Coyote Valley. These multiple-use lands are all valuable and productive but not for urbanization. The open space lands preserved under the Greenline/Urban Growth Boundary Strategy serve as environmental preserves for the protection of wildlife habitat, watersheds, and natural ecosystems. Open space lands can also serve recreational purposes ranging from nature trails and bikeways to playgrounds and golf courses. ~~The Santa Clara Valley floor and northern Coyote Valley floor within the Greenline are planned for ultimate development by the year 2020.~~

The hillsides are the most extensive and visually prominent feature addressed as part of the Greenline/Urban Growth Boundary Strategy. Planned uses in the hillsides include valuable watersheds, wildlife habitat areas and rangelands for agriculture and grazing. In addition, the Bay Area Ridge Trail is envisioned to run along the ridges of the hillsides which surround the City. The Hillside and Greenbelt Assessment Study, completed in 1986, was an important step in encourages the creation of a permanent gGreenline/Urban Growth Boundary. The study emphasizeds the purchase of as much open space as the public is willing to support. In 1992 the Santa Clara County Open Space Authority was approved by the State Legislature. ~~Although~~ ~~†This new agency adopted a Five Year Plan in 1996 currently has no legal authority to~~

PROPOSED TEXT AMENDMENTS (UGB)

(continued)

~~collect fees or levy taxes, it is anticipated that it will eventually be in a position to acquire and maintain to address the acquisition, development and maintenance of surrounding open space lands. to help make the Greenline a reality~~ The Five Year Plan will reinforce the separation between urban and rural lands which is the primary function of the Greenline/Urban Growth Boundary.

General Plan policies for public and private development beyond the Greenline/Urban Growth Boundary support this open space preservation strategy. Urban Design policies discourage street patterns that may increase development pressures in non-urban areas ~~as well as discourage development from exposure to geologic hazards.~~ The Greenline/Urban Growth Boundary and its supporting policies seek to prevent urban development in hazardous areas especially those areas with significant exposure to geologic or fire hazards (e.g., the hillsides). By discouraging the expansion of urban services, particularly sanitary sewers, the Greenline/Urban Growth Boundary ~~and the Urban Service Area policies also~~ reduce development pressures beyond the Greenline/Urban Growth Boundary. Natural Resource policies and policies for recreational uses protect riparian habitats and the natural environment as well as encourage development that is sensitive to open space objectives. Allowable development, as defined by the Non-Urban Hillside land use designation and the Hillside Slope Density Formula, further supports the open space preservation strategy by promoting low-intensity and non-urban uses, ~~consistent with Santa Clara County's General Plan,~~ for lands beyond the Greenline/Urban Growth Boundary.

The Greenline/Urban Growth Boundary ~~symbolizes~~ reflects the fact that planning for San Jose's urbanization has reached a logical, practical limit. It also provides a greater degree of certainty for residents and property owners as to the City's expectation and intentions regarding urban development. Future development, infill, revitalization and conservation will be focused on the area planned for urbanization.

Community recognition that San Jose will not continue expanding outward indefinitely will encourage the reallocation of financial resources and political energy toward improving the quality of life. In this sense, the Greenline/Urban Growth Boundary strategy calls for renewed commitment to a cohesive identity for San Jose.

Amended Chapter III. Major Strategies; Sustainable City (page 42; penultimate paragraph beginning in middle of left hand column) as follows:

SUSTAINABLE CITY

General Plan policies specifically address issues related to efficiency in resource consumption. Building and site design policies improve energy and water efficiency. Water resources policies address the need for the conservation and protection of watershed and groundwater recharge

PROPOSED TEXT AMENDMENTS (UGB)
(continued)

areas. Air quality policies require the City to regulate the sources of air pollution and monitor the cumulative impacts of development on air quality. The Greenline/Urban Growth Boundary, the Urban Service Area and the Natural Resource policies promote the efficient use of land and prevent urban sprawl, conserve open spaces and preserve pristine natural habitats. In addition, the General Plan's continued emphasis on land use related issues such as achieving a relative job/housing balance and orienting development around transit facilities contributes to sustainability by shortening trip lengths and helping to increase the availability and convenience of transit, biking and walking. This conserves energy and improves water and air quality.

Amended Chapter IV. Goals and Policies; Community Development; Greenline/Urban Growth Boundary (page 53; text begins just before the Urban Service Area section) as follows:

Greenline/Urban Growth Boundary

The General Plan has contained growth management and open space preservation provisions since the 1970s. These provisions have evolved into the Greenline/Urban Growth Boundary Major Strategy described in Chapter III as well as the goals and policies listed below. The Greenline/Urban Growth Boundary establishes the maximum extension of urban development and urban services both intended and anticipated in the General Plan. The Greenline/Urban Growth Boundary and the Urban Service Area policies together govern the timing and location of future urban development and the future extension of urban services. The City's ability to provide adequate services to its residents and businesses is directly related to the successful implementation of the goals and policies listed below.

In addition to governing the location and timing of urban development, the Greenline/Urban Growth Boundary clearly indicates that lands outside of the Boundary should remain permanently rural in character. Most of these lands are currently under the jurisdiction of Santa Clara County and should remain so. This means that the success of the Greenline/Urban Growth Boundary depends on a high degree of City and County cooperation. The City of San Jose and the County of Santa Clara have a long tradition (since 1970) of cooperative land use planning and urban growth management. The Greenline/Urban Growth Boundary both reflects and reinforces this tradition and establishes policies for further City and County cooperation. The General Plans of the City and the County contain similar policies regarding the Greenline/Urban Growth Boundary. Continued cooperation will help both jurisdictions to preserve substantial areas of open space in hillside and bayland (or wetland) areas as well as preserve agricultural lands. The preservation of these lands and resources are of mutual concern to both City and County residents and will materially affect life in the City and the County now and in the future.

PROPOSED TEXT AMENDMENTS (UGB)

(continued)

Greenline/Urban Growth Boundary Goals

1. Delineate the extent of future urban expansion and reinforce fundamental policies concerning the appropriate location of urban development in furtherance of both the City and County General Plans.
2. Promote fiscally and environmentally sustainable development in locations where the City can most efficiently provide urban services.
3. Preserve substantial areas of the surrounding hillsides, baylands, and other lands, as open space both to conserve the valuable natural resources contained on these lands and to protect valley floor viewsheds.
4. Protect public health and safety by preventing urban development in areas subject to natural hazards.
5. Provide greater long-term certainty regarding future land uses outside the Greenline/Urban Growth Boundary than is provided by the Urban Service Area boundary.
6. Preserve options for the optimal utilization of lands reserved for future urban growth, i.e., the City's Urban Reserves.
7. Achieve greater consistency between City and County land use plans and development policies for areas of mutual concern, both within and outside the Greenline/Urban Growth Boundary.

Policies

1. No urban development should extend outside of the Greenline/Urban Growth Boundary which separates those lands planned and reserved for urban uses from those that should remain rural in character.
2. The Greenline/Urban Growth Boundary should contain within it those lands suitable and appropriate for urban purposes including all Urban Service Area lands, the City's Urban Reserves, and certain lands located below the 15 percent slope line and deemed potentially suitable for future urban development.

Relationship to the Urban Service Area

3. No expansion of the Urban Service Area should be permitted outside the Greenline/Urban Growth Boundary (G/UGB). The timing and extent of any Urban Service Area expansion within the G/UGB should remain consistent with current established policies, and guidelines and regulations of the City, County and Local Agency Formation Commission (LAFCO).

PROPOSED TEXT AMENDMENTS (UGB)
(continued)

Modifications to the Greenline/Urban Growth Boundary

4. The Greenline/Urban Growth Boundary is intended to be the ultimate limit to urban development in San Jose and all urban development should occur within this boundary. To ensure the long-term stability and integrity of this strategy, significant modifications to the Greenline/Urban Growth Boundary and its supporting policies should be strongly discouraged.
5. Any proposed modifications to the Greenline/Urban Growth Boundary location or supporting policies should be compatible with all applicable provisions of both the City and County General Plans.
6. Significant modifications to the Greenline/Urban Growth Boundary and its supporting policies may only be considered during a comprehensive update of the General Plan involving a community task force similar to the San Jose 2020 General Plan Update process and only if the City Council makes certain findings regarding the following:
 - a) Citywide Fiscal and Service Considerations
 - The City's fiscal condition is stable, predictable, and adequate in the long term according to a five-year economic forecast for the City which projects a balanced budget or budget surplus for each of the forecast years.
 - The City is able to effectively provide and maintain urban services to existing residents and businesses at 1993 levels based on thorough fiscal analysis.
 - b) Specific Modification Proposal Considerations
 - The effect of the proposed modification in terms of avoidance of inducing growth beyond the G/UGB or encouraging further modifications to it.
 - The effect of the proposed modification in terms of avoidance of adverse impacts on viewsheds from the valley floor, other scenic views, wild land areas, agricultural lands, or open space preserves or parks.
 - The necessity of the modification to achieve other important goals of the General Plan, such as improving the City's jobs/housing balance, while avoiding conflict with the overall purposes of the G/UGB and key General Plan goals and policies, such as encouraging infill development.
 - The effect of the proposed modification on the City's ability to provide and maintain urban services to existing residents and businesses at least at 1993 levels as shown by a thorough urban services analysis.

PROPOSED TEXT AMENDMENTS (UGB)
(continued)

- The effect of the proposed modification on the City's ability to maintain or improve its fiscal condition and the ability of any future development of the expansion area to generate sufficient revenues to meet its need for City services as shown in a fiscal analysis.
- The effect of the proposed modification on the adequacy of City resources available to serve lands proposed for inclusion within the G/UGB as well as adequately maintain services to land within the existing Urban Service Area as shown by a thorough fiscal analysis.

These findings will be codified under Title 18 of the Municipal Code which will govern the G/UGB modification procedures. The achievement of these findings shall not be deemed the sole grounds for approval of a significant modification of the UGB. The Council must additionally determine that the proposed significant modification of the UGB provides an overwhelming public benefit. The findings listed above should be considered for modification only during a comprehensive update of the General Plan.

7. Joint City/County community meetings and separate City and County public hearings should be conducted for any proposal to significantly modify the Greenline/Urban Growth Boundary or its supporting City or County General Plan policies. City and County staff should work together to establish broad public notification provisions for these meetings.
8. Minor modifications to the Greenline/Urban Growth Boundary may be considered during the Annual Review of the City's General Plan if certain criteria are met. These criteria should address the following: the slope of the property; the size of the area affected; the location of the property relative to other existing or planned urban uses and the ability of the proposal to integrate with those uses; the environmental effect of the proposal; and, other pertinent factors. These criteria should be listed in Title 18 of the Municipal Code which will govern Greenline/Urban Growth Boundary modification procedures.
9. Minor modifications to the Greenline/Urban Growth Boundary surrounding the South Almaden Valley Urban Reserve may be considered when a specific plan for that area is being prepared under the conditions presently delineated in this General Plan.

City and County Coordination and Cooperation

10. The City and County should achieve greater consistency between their land use and development policies for the lands outside the Greenline/Urban Growth Boundary and should improve the referral and decision-making processes governing development proposals or policy proposals affecting these lands.

PROPOSED TEXT AMENDMENTS (UGB)
(continued)

11. The City should establish a program to create new zoning districts for hillside areas and rezone those lands outside of the Greenline/Urban Growth Boundary under City jurisdiction to conform with the General Plan designations of these areas and to be consistent with the purposes of the Greenline/Urban Growth Boundary.
12. The City and County should maintain their commitment to rural land use designations on lands outside the Greenline/Urban Growth Boundary and should only allow land uses consistent with the rural character of these lands.
13. The City and County should develop consistent implementation measures to achieve the goals and carry out the policies of the Greenline/Urban Growth Boundary.

Amended Chapter V. Land Use/Transportation Diagram; Land Use Diagram; Urban Reserve (page 158) as follows:

Urban Reserve

The Urban Reserve designation identifies areas which may be appropriate for urban development and inclusion in the Urban Service Area in the future when circumstances are appropriate. The Urban Reserve designation enables the City to plan and phase growth based on the need and ability to provide the necessary facilities and services to support additional residential growth. Although the Urban Reserves are contained within the Greenline/Urban Growth Boundary, the City does not intend to encourage growth in these areas until the need for such growth is clearly demonstrated. Given the fiscal and other constraints associated with development at the urban fringe, development of the Urban Reserve lands should be a low priority.

The City of San Jose and the County of Santa Clara have a mutual interest in the Urban Reserves. The City and County agree that options for the optimal utilization of lands within the Urban Reserves should be preserved. To accomplish this, the County agrees that it will seek to avoid granting future land use, development, and/or infrastructure approvals that could inhibit or interfere with future master planning efforts. The City in turn agrees that sustainable and responsible development, which meets both City and County goals, should be created within the Urban Reserves when development is deemed suitable per the San Jose 2020 General Plan.

South Almaden Valley Urban Reserve (SAVUR)

(Modify third paragraph to read as follows:)

The ultimate number of dwelling units to be accommodated in the South Almaden Valley Urban Reserve will be determined by the specific plan process but shall in no case exceed 2,000 dwelling units. The boundary of this Urban Reserve (established in 1984 and including 1,050

PROPOSED TEXT AMENDMENTS (UGB)
(continued)

acres) and the portion of the Greenline/Urban Growth Boundary coterminous with it, but not the 2,000 dwelling unit limit, may be expanded to include areas appropriate for future urban development as part of the specific plan process. The 2,000 dwelling unit limit, however, may not be increased in this process.

Amended Chapter V. Land Use/Transportation Diagram; Land Use Diagram (page 178; text begins before the Hazardous Waste Disposal Site section) as follows:

Greenline/Urban Growth Boundary

The Greenline/Urban Growth Boundary separates those lands planned and reserved for urban uses from those lands that should remain permanently rural in character during the life of the General Plan. Lands planned and reserved for urban uses are, or are expected to be, able to accommodate urban development and receive urban services from the City; lands that are to remain rural will not accommodate urban development nor receive urban services from the City. The Greenline/Urban Growth Boundary line generally follows the combined boundaries of the Urban Service Area and the South Almaden Valley and Coyote Valley Urban Reserves.

The Greenline/Urban Growth Boundary is recognized in the General Plan of the County of Santa Clara. Both the City and the County employ the Greenline/Urban Growth Boundary to define the maximum area in which urbanization can occur within San Jose's Sphere of Influence.

Urban Service Area Boundary

The Urban Service Area boundary separates those lands that already receive, or that are planned to receive in the short-term (approximately five years), urban services provided or controlled by the City. It encompasses, with few exceptions, all the lands with urban land use designations within the City of San Jose and, therefore, indicates where most urbanization will occur during the life of the General Plan. The Urban Service Area and the Urban Reserves are contained within the confines of the Greenline/Urban Growth Boundary and together with it establish the future extent and timing of most urban development in the City.

The Urban Service Area boundary is established jointly by the City of San Jose and the County's Local Agency Formation Commission (LAFCO). The Urban Service Area boundary, therefore, must be consistent with both City and County growth management and urban service policies.

COUNTY OF SANTA CLARA 1995 GENERAL PLAN

**R-LU 179**

Limit the introduction of any intensive commercial, industrial, or institutional uses.

R-LU 180

Prohibit the introduction of Roadside Services land use designations.

Policies – Land Use and Development Outside the UGB

Objective:

- Maintenance of current County General Plan policy encouraging agricultural and open space uses and prohibiting uses of an urban density, intensity or nature

R-LU 181

Maintain the County's commitment to agricultural, open space, and other allowable non-urban uses and densities, consistent with the intent of the Resource Conservation land use designations. Current minimum parcel sizes, development standards, and guidelines applicable to rural unincorporated lands should remain in effect.

R-LU 182

Minimize potential land use conflicts between urban uses within the UGB and lands adjacent to the growth boundary.

Action Item: see R-LU(i) 15

Objective:

- Maintain and enhance economic viability of non-urban lands to remain under County land use jurisdiction, wherever possible

R-LU 182

Explore and implement as feasible various measures to enhance the economic viability of agriculturists, as called for in the County's General Plan (e.g.: Competitiveness Task Force)

Action Item: see R-LU(i) 16

R-LU 183

Promote the use of expanded home occupations for rural landowners and agriculturists, within the parameters of the County's zoning ordinance.

R-LU 184

Coordinate measures to enhance economic viability of non-urban land uses, particularly agriculture, being considered in conjunction with related planning efforts in which the County is a participant.

R-LU 185

Prohibit the introduction of Roadside Services land use designations within the Sphere-of-Influence of the City of Morgan Hill.

[Amended Sept. 10, 1996; File: 6274-00-00-96GP]

City of San Jose Urban Growth Boundary (UGB) Area

Description and Intent**R-LU 186**

The goals of the City of San Jose, in adopting a long term Urban Growth Boundary in conjunction with the County of Santa Clara, include the following:

- a. delineating the extent of future urban expansion by the City, consistent with, and in furtherance of existing City and County General Plans, particularly those policies concerning urban growth management;
- b. promoting fiscally-responsible and environmentally sustainable compact development in locations where the city can most efficiently provide urban services;
- c. preserving surrounding hillside lands, viewshed areas, and natural resources in non-urban and open space uses;
- d. ensuring public health and safety by precluding urban development in areas of geologic instability, high fire hazard, and other critical development constraints;
- e. providing greater long term stability regarding future urban expansion plans and rural areas outside the UGB than is currently provided by the USA boundary;
- f. preserving options for the optimal utilization of lands reserved for future urban growth at the periphery of the City (i.e., the Urban Reserves); and,
- g. achieving a greater measure of consistency between city and county land use and development policies for areas of mutual concern.



Location and Administration of the UGB

R-LU 187

The County of Santa Clara formally recognizes and acknowledges the location of the UGB as adopted by the City of San Jose in the application of County Special Area policies pertaining to land use and development within the city's UGB and Sphere Of Influence (SOI), respectively.

R-LU 188

Concerning the location of the UGB, future significant modifications, if any, should only be considered in conjunction with a comprehensive update of the City's General Plan and in accordance with an established methodology governing the possible modification of the UGB. The County of Santa Clara shall have opportunity to review and comment on any future UGB location changes.

R-LU 189

Procedures and methodology for considering major modifications to the location of the UGB shall be established with the participation of the County of Santa Clara, and any future change to the defined methodology for considering changes to the UGB shall also be referred to the County for review and comment prior to adoption.

R-LU 190

Joint City/County community meetings should be conducted for any proposed major modifications to the UGB during their consideration by the City and prior to the adoption of such changes by the City.

R-LU 191

The City should not expand its Urban Service Area (USA) boundary outside the adopted long term Urban Growth Boundary. Within the UGB area, the timing and extent of any future USA expansions shall remain consistent with established policies, guidelines, and regulations of the City, County, and LAFCO.

Land Use and Development Within the UGB

R-LU 192

Within the UGB and outside the USA, the County and City shall cooperatively preserve future options for optimal utilization of lands planned for urban development, including the Urban Reserves. For unincorporated areas, the County shall:

- a. prohibit the establishment of new intensive non-residential uses, including new Road-side Services land use designations; and,
- b. maintain appropriately large minimum parcel sizes to limit further fragmentation of parcels and land ownership patterns.

R-LU 193

Within the UGB and outside the USA, the County may make limited provision for time-conditioned uses of an interim nature. Such uses typically will involve very limited improvements, will not conflict with future planning efforts, and must be consistent with policies governing future use and development of lands within the UGB.

R-LU 194

Future planning and development of the City's Urban Reserves, if and when it is deemed suitable per the San Jose 2020 General Plan, shall

- a. provide an appropriate mix of land uses, housing types and housing affordability levels;
- b. preserve scenic qualities of the Hwy. 101 corridor in Coyote Valley;
- c. encourage efficient use of resources and alternative transportation modes.

Land Use and Development Outside the UGB, Within the Sphere-Of-Influence

R-LU 195

For rural unincorporated lands outside the UGB within the city's SOI, the County shall maintain its commitment to agricultural, open space, and other allowable non-urban land uses and densities of development, consistent with the intent of its "Resource Conservation Area" land use plan designations. In addition, the County and City shall cooperatively endeavor to achieve greater consistency of land use and development policies. Specifically, the County shall:



- a. prohibit the introduction of Roadside Services land use designations;
- b. develop an enhanced project referral and consultation procedure for projects which may have implications for cooperative planning or the administration of the UGB; and,
- c. review particular land uses for purposes of further defining the appropriate nature and/or intensity thereof, as specified in implementation recommendations.

R-LU 196

Consistent with the intent of the UGB to differentiate future urban lands from those intended to remain rural in character, land use designations of the city applicable outside the UGB should prescribe only non-urban types and densities of land use.

[Implementation Recommendations, p. Q-33]

[Amended Nov. 19, 1996; File: 6390-00-00-96GP]

**West Valley Hillside
Preservation Area**

The West Valley Hillside Joint Planning Review was a collaborative planning project involving the West Valley cities of Cupertino, Monte Sereno, Saratoga, Los Gatos and the County. It was established to protect the scenic appearance of the West Valley hillside (the foothills of the Santa Cruz Mountains) most visible from the valley floor.

This project originated from a proposal for a "Western Santa Clara County Foothills Sub-regional Planning Project" that was submitted to the Association of Bay Area Governments (ABAG) for staff and financial support in November 1994. Despite the ABAG decision not to award the grant to this project, the participating jurisdictions continued their efforts to achieve their joint planning goals. The major goal of the project was to protect the predominantly natural visual character of the West Valley Hillside.

The Joint Planning Review proposes the following four basic strategies for the preservation of the natural visual character of the hillside:

- Develop joint land use principles/objectives
- Limit expansion of urban development into hillside areas
- Minimize the visual impacts of hillside development
- Provide mechanisms for resolution of future hillside land use issues

The cities have agreed to delineate long term growth boundaries that will serve to minimize further urban encroachment into the hillside. In return, the County has assured the cities that the development it allows outside their urban service areas will be appropriate for rural hillside areas and will have minimal visual impacts when viewed from the valley floor.

The following policies are based on and serve to reinforce existing general plan policies of the County and the West Valley cities. These policies are not intended to supersede existing policies.

Joint Planning and Land Use Policies**R-LU 197**

The natural beauty of the West Valley hillside area should be maintained for its contribution to the overall quality of life of current and future generations.

R-LU 198

New development in the West Valley hillside area should be located and designed to minimize its visibility from the valley floor.

R-LU 199

New land uses within the West Valley hillside area should be limited to non-urban uses that are compatible with the preservation of the natural appearance of the hillside.

R-LU 200

Urban development and the extension of urban services should be limited to those areas most suitable for urban development. Further substantial expansion of the urban area into the West Valley hillside should be discouraged.



Implementation Recommendations - City of San Jose Urban Growth Boundary

R-LU(i) 17

Develop and adopt an "overlay" (combining zoning) district, limiting allowable uses in designated "Urban Reserve" areas to those non-intensive uses which are generally permissible by right and by administrative (special) permits for the applicable base zoning district.

R-LU(i) 18

Coordinate with City of San Jose Planning Department to develop an enhanced referral and consultation procedure for applicable projects potentially having implications for cooperative planning and UGB administration over time.

R-LU(i) 19

For golf course development in rural, unincorporated areas:

- a. apply and periodically evaluate the County's Environmental/Design Guidelines for Golf Courses
- b. define maximum allowable development intensity for associated uses and development [see R-LU(i) 9]
- c. evaluate current conditional use permit findings and revise as appropriate for consistency with County guidelines.

R-LU(i) 20

Evaluate the need for local-serving industrial and institutional uses as defined in the AR, Agricultural Ranchlands zoning district. If retained as allowable uses, amend zoning ordinance to more clearly define the nature of such uses and their maximum permissible development intensity.

R-LU(i) 21

Evaluate and define the nature and maximum allowable intensity of local-serving commercial retail uses as described in Hillside and Ranchlands zoning districts.

R-LU(i) 22

Amend the County zoning ordinance to require use permits rather than special (administrative) permits for the conversion of designated historical structures to commercial or other uses involving structures greater than 1,500 square feet.

R-LU(i) 23

Evaluate the need for maximum development intensity standards for potentially intensive recreational land uses.

R-LU(i) 24

Evaluate the possible definition of critical viewshed areas for City of San Jose and the potential application of the County's "-d, design review" zoning district to regulate size, color, and height of proposed residential development.

Implementation recommendations - West Valley Hillside Preservation Area

R-LU (i) 25

Revise existing or adopt new development standards in hillside areas visible from the valley floor within the West Valley cities.

R-LU (i) 26

Require design review for development proposed on portions of the hillsides that are visible from the valley floor within the West Valley cities.

R-LU (i) 27

Revise the existing design guidelines applicable to areas where design review is required.

R-LU (i) 28

Define and limit the allowable intensity of uses which involve overnight accommodations including golf courses, lodges, retreats and hostels.

R-LU (i) 29

Define and limit the allowable intensity of local-serving industrial/commercial uses, institutional and other non-residential uses.

R-LU (i) 30

Develop enhanced referral and comment procedures for development projects proposed within the West Valley hillsides

CITY OF SAN JOSE AND SANTA CLARA COUNTY JOINT POLICY STATEMENT

**SAN JOSE GREENLINE INITIATIVE/URBAN GROWTH BOUNDARY:
A JOINT POLICY OF THE CITY OF SAN JOSE AND
THE COUNTY OF SANTA CLARA**

Introduction

This policy statement is intended to reflect, and to reinforce, the strong commitment of both the City of San Jose and the County of Santa Clara to the growth management and open space preservation policies expressed in their respective General Plans. Their long tradition of cooperative land use planning and urban growth management includes the establishment of San Jose's Urban Service Area (USA) boundary, the area within which the City will provide urban services in the near-term, and the concomitant policy of the County that urban development should only occur within the urban service areas of incorporated cities and not in rural, unincorporated areas.

The Greenline Initiative builds on this tradition and is the next logical step to effectively manage growth and guide decision-making over the long-term. It does so by providing for an *urban growth boundary* for the City of San Jose and the joint adoption of this policy statement. The Urban Growth Boundary (UGB) is intended to differentiate between those lands planned and reserved for urban purposes and those which are intended to remain permanently rural in character. The UGB will enable the City to most efficiently provide urban services to existing neighborhoods and to areas designated for urbanization. Equally important, the UGB will help the City and County to preserve the surrounding hillsides, wetlands and the South Coyote Greenbelt as a legacy for future residents. The UGB will also provide a greater degree of certainty for residents and property owners regarding the City's long-term expectations for urban development. The City and County are mutually committed to achieving the goals and implementing the policies listed below.

Goals

The goals of the Greenline Initiative/Urban Growth Boundary include the following:

1. Delineate the extent of future urban expansion and reinforce fundamental policies concerning the appropriate location of urban development in furtherance of the existing City and County General Plans.
2. Promote fiscally and environmentally sustainable development in locations where the City can most efficiently provide urban services.
3. Preserve substantial areas of the surrounding hillsides, baylands and other lands as open space both to conserve the valuable natural resource represented by these lands and to protect valley floor "viewsheds".
4. Protect public health and safety by preventing urban development in areas subject to natural hazards.
5. Provide greater long-term certainty regarding future land uses outside the UGB than is currently provided by the USA boundary.
6. Preserve options for the optimal utilization of lands reserved for future urban growth, i.e., the City's Urban Reserves.
7. Achieve greater consistency between City and County land use plans and development policies for areas of mutual concern, both within and outside the UGB.

Policies

The following policies are intended to accomplish the goals of the Greenline Initiative/Urban Growth Boundary:

1. A long-term Urban Growth Boundary (UGB) will be incorporated into the San Jose 2020 General Plan. The UGB will be formally recognized by the County and referenced for joint planning purposes.

- a) The UGB will delineate the extent of future urban expansion during the timeframe of the San Jose 2020 General Plan and will separate those lands planned and reserved for urban uses from those that should remain rural in character.
 - b) The UGB will contain within it those lands suitable and appropriate for urban purposes including all Urban Service Area (USA) lands, the City's Urban Reserves, and certain lands located below the 15% slope line deemed potentially suitable for future urban development.
2. The text and policies of the City and County General Plans will incorporate the basic tenets of this Joint Policy. The City and County Planning Offices shall coordinate the amendments necessary to articulate the UGB goals and policies expressed in this Joint Policy.
3. Modifications to the Urban Growth Boundary (UGB) and its supporting policies will be limited, to ensure their long-term stability and integrity.
 - a) Significant modifications to the UGB (including boundary location and supporting policies) will only be considered during a comprehensive update of the City's General Plan.
 - b) Significant modifications to the UGB will be submitted to the County Board of Supervisors for review and comment prior to final action. City and County staff should coordinate the review of any modification proposals.
 - c) All proposed modifications to the UGB location or its supporting policies should be compatible with all applicable provisions of both the City and County General Plans.
 - d) Very minor modifications to the UGB may be considered during the Annual Review of the City's General Plan, consistent with criteria to be articulated by the UGB policies in that Plan.
 - e) Joint City/County community meetings and separate City and County public hearings will be conducted for any proposed major modifications to San Jose's Urban Growth Boundary, the supportive City or County General Plan policies, or this joint policy statement. City and County staff will work together to establish broad public notification provisions for these meetings.
4. Options for the optimal utilization of lands within the Urban Reserves shall be preserved and land use, development, and/or infrastructure approvals that could inhibit or interfere with future master planning efforts shall be avoided.
 - a) The County will prohibit, through policy and regulatory revisions, new or expanded intensive non-residential uses and development including the expansion of Roadside Services uses and the designation of new lands for these uses.
 - b) The County will maintain appropriately large minimum parcel sizes to limit further fragmentation of parcels and ownership patterns.
 - c) The County may make limited provision for time-conditioned, interim uses which will not inhibit or conflict with future planning efforts and which are consistent with the purposes of the UGB.
5. Sustainable and responsible development shall be created within the Urban Reserves when development is deemed suitable per the San Jose 2020 General Plan.
 - a) The City will provide for a mix of housing types and affordability levels.
 - b) The City will protect the scenic qualities of the Highway 101 corridor in the Coyote Valley area.

- c) The City will encourage compact, efficient forms of urban development in the Coyote Valley Urban Reserve area to ensure that these lands are used efficiently and effectively to minimize resource consumption and other impacts on the physical environment, and to provide a wide variety of housing types and an adequate mix of supporting commercial uses and public facilities, and to support any public transit facilities existing in, or planned for, the vicinity thus minimizing the need for automobiles.
6. The City and County will achieve greater consistency between their land use policies and development-related decision-making for lands outside the UGB.
- a) For rural, unincorporated lands outside the UGB, the County will maintain its commitment to agriculture, open space, and other non-urban uses and densities of development, consistent with the intent of its General Plan to preserve the rural character of these lands. Existing County policy for lands outside the UGB already seeks to limit the intensity of allowable development on these lands to a level consistent with their rural nature. In the case of a few land uses further evaluation and clarification of the County's existing policies, regulations, and/or guidelines is necessary. To ensure that the intensity of development allowed will be at levels commensurate with the rural nature of these lands, the County will use appropriate means to achieve the following:
 - i) Limit the allowable size and intensity of development associated with golf courses, including clubhouse facilities and restaurants and minimize the visual and other impacts of golf courses.
 - ii) Define appropriate intensity limits for other potential recreational uses in non-urban areas.
 - iii) Define the appropriate nature, and limit the intensity, of commercial, industrial or institutional uses in non-urban hillside areas. If deemed appropriate consider revisions to applicable ordinances which would disallow further establishment of commercial, industrial or institutional uses in non-urban hillside areas.
 - iv) Define the appropriate nature, and limit the intensity, of uses involving overnight accommodations in hillside areas (e.g., guest retreats, lodges, hostels and camps).
 - v) Minimize visual impacts of very low density, non-urban residential uses on those hillsides defined as in San Jose's viewshed (e.g., "design review" requirements).
 - b) The County will prohibit the introduction of Roadside Services land use designations within the City's Sphere of Influence.
 - c) The City and County will develop enhanced project referral procedures for all projects or policy changes which may have implications for the implementation of the UGB.
 - d) The City will ensure that its land use policies and development regulations governing its incorporated lands which lie outside the UGB are consistent with those of the County applicable to similar unincorporated areas.
 - e) The City and County will develop consistent implementation measures to achieve the goals and carry out the policies of this Joint Policy Statement.

APPENDIX B

HAZARDOUS MATERIALS PHASE I REPORT

LOWNEY ASSOCIATES

**PRELIMINARY EVALUATION OF
HAZARDOUS MATERIALS IMPACTS
FOR
SAN JOSE 2020 GENERAL PLAN UPDATE
SAN JOSE, CALIFORNIA**

Revised August, 1993

LOWNEY ASSOCIATES
Environmental/Geotechnical/Engineering Services

LOWNEY ASSOCIATES

Environmental / Geotechnical / Engineering Services

April 30, 1993
858-8, MV043002

Ms. Leianne Humble
DAVID J. POWERS AND ASSOCIATES
1885 The Alameda, Suite 204
San Jose, California 95126

RE: **PRELIMINARY EVALUATION OF
HAZARDOUS MATERIALS
IMPACTS FOR SAN JOSE 2020
GENERAL PLAN UPDATE
SAN JOSE, CALIFORNIA**

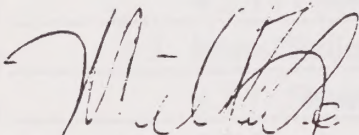
Dear Ms. Humble:

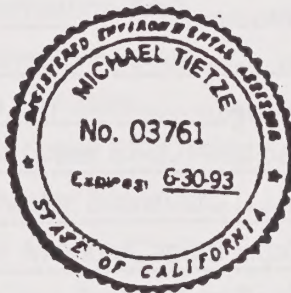
As you requested, we have performed environmental consulting services for the update of the City of San Jose General Plan, referred to as the San Jose 2020 General Plan Update. The scope of work for the attached report was presented in our agreement dated November 30, 1992. The principal findings, conclusions, and recommendations are presented in detail in the text of the accompanying report.

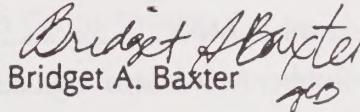
If you have any questions concerning our findings, please call.

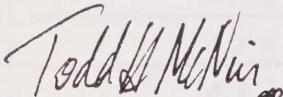
Very truly yours,

LOWNEY ASSOCIATES


Michael Tietze, C.E.G.




Bridget A. Baxter


Todd H. McNair

GAR:MT:BAB:THM

Copies: Addressee (2)

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Letter of transmittal

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**PRELIMINARY EVALUATION OF HAZARDOUS MATERIALS IMPACTS
FOR
SAN JOSE 2020 GENERAL PLAN UPDATE
SAN JOSE, CALIFORNIA**

1.0 INTRODUCTION

In this report, we present the results of our preliminary evaluation of hazardous materials impacts for the San Jose 2020 General Plan Update. The General Plan Update consists of changes to the Land Use/Transportation Diagram, and a refinement of the major strategies, goals and policies contained in the existing Horizon 2000 General Plan. This update also includes new strategies related to housing and a sustainable-city concept. The purpose of our study was to address the general impacts of hazardous materials issues as they relate to development of properties whose former use may result, or may have resulted, in a hazardous materials condition.

1.1

Purpose

The scope of work performed for this study included the following:

1.2

Scope of Work

- Briefly research general regulations, guidelines, and policies regarding hazardous materials storage, usage, and disposal (including asbestos) which would likely influence future development.
- Review the general distribution in San Jose of reported historic/current land use involving industry and agriculture and evaluate potential environmental impacts on future development of common industrial, commercial, and agricultural

uses which may have involved the use of hazardous materials.

- Review selected hazardous materials incident/site lists to evaluate types and status of reported sites in San Jose.
- Review available information regarding the geology and hydrogeology of general areas proposed for new industrial development under the revised general plan. Evaluate the geologic and hydrogeologic conditions and their influence on the fate and transport of potential hazardous materials releases in these areas.

The city of San Jose has prepared four tentative growth alternatives for consideration by the San Jose 2020 General Plan Update Task Force. These four alternatives were based on past development trends in the San Jose area, the economy, and the anticipated future trends in the development of the San Jose area. Each alternative identifies possible areas of growth, which in turn are the focus of this study.

1.3

Background and Approach

The areas of growth are subdivided into several categories: Urban Reserves, Intensification Corridors, and 14 sites designated for conversion from non-residential lands to residential use. The Urban Reserves are large agricultural and rural residential areas located in Coyote Valley and the South Almaden area. The use intensification corridors are areas located along Stevens Creek Boulevard, Winchester Boulevard, Capitol Avenue/Expressway, Santa Clara Street/Alum Rock Boulevard, Story Road, First Street, and Southwest

Expressway. Finally, areas designated for non-residential to residential use conversion consists of 14 properties located throughout the city. We refer you to Appendix A for figures regarding the location of growth development and intensification corridor areas.

2.0 SANTA CLARA COUNTY GENERAL GEOLOGY/HYDROGEOLOGY

The areas designated Urban Reserves, non-residential land converted to residential land, and the intensification corridors are located throughout Santa Clara County. There are three principal interconnected ground water basins in the Santa Clara Valley: Santa Clara Valley, Coyote Valley, and Llagas Basin. The areas proposed for development are primarily located in the Santa Clara Valley Basin and the Coyote Valley Basin in either a confined or unconfined ground water bearing zone. Confined zones are defined as an aquifer (permeable sand) that is confined between two aquitards (impermeable clay) and an unconfined zone is defined as an aquifer in which the water table forms the upper boundary, in other words, it is not confined under pressure. Each area shown on the map presented in Appendix A is described in this section with the exception of intensification corridors which are located throughout the valley and are generally located in the confined aquifer zone.

Santa Clara County is located in the southern portion of the San Francisco Bay Region (Bay Area), which is located within the Coast Range Geomorphic Province of California. This province typically consists of northwest trending ridges and valleys underlain by strongly deformed sedimentary and metamorphic

rocks. The Bay Area has reportedly undergone substantial sedimentation during recent time while rocks of the Franciscan Complex (Jurassic to Cretaceous Age) and more recent sedimentary rocks have been subject to varying degrees of deformation.

The San Jose Alluvial Plain is located within the west-central portion of the Santa Clara Valley, a large structural basin containing alluvial deposits derived from the Diablo Range to the east and the Santa Cruz Mountains to the west. The valley sediments were deposited as a series of coalescing alluvial fans by streams that drain the adjacent mountains. These alluvial sediments constitute the groundwater basins of the area (Department of Water Resources (DWR), 1985).

The San Jose Alluvial Plain is one of the largest and most utilized ground water basins in the State. It is reported to be the most important South Bay ground water basin because the water-bearing sediments are almost completely confined and have high rates of recharge. In addition, the water-bearing sediments are reported to have a thickness of over 1000 feet. The aquifer material of the San Jose Basin were deposited by the Coyote Creek, Guadalupe River, and the Los Gatos Creek, and interfinger with distal portions of alluvial fans derived from the surrounding mountains. The basin slopes to the center of the valley, toward the Guadalupe River and sediments consists of interbedded clay, silt, sand, and gravel. A decrease in aquifer thickness and grains size to the north and the interior of the basin is attributed to the periodic encroachment of past marine environments and the

increasing distance between the various streams emerging from the mountains and depositional areas (DWR, 1985).

The northern portion of the ground water basin is primarily divided in three water-bearing zones in the Santa Clara Valley. The sediments of the "three layered zone" consists of confined aquifers separated from an overlying unconfined aquifer by a predominantly clay aquitard that acts as a confining layer to the lower aquifer. Water production in the basin is reported to be from both the confined and unconfined aquifers that are referred to as the "lower aquifer zone" (occurring at depths greater than 150 feet) and the "upper aquifer zone" (occurring at depths less than 100 feet), respectively. In the shallow portions of the upper aquifer zone, a "semi-perched zone" of groundwater occurs to a depth of approximately 40 to 50 feet below the ground surface.

The southern portion of the Santa Clara Valley Basin is an unconfined water bearing zone. This zone is typified by coarse permeable gravel with lesser fine materials and a deeper ground water table than the confined aquifer zone. The unconfined zone generally begins at State Highway 101 just south of Tully Road and extends south into Coyote Valley. The regional ground water gradient in the upper aquifer zone has been reported to range from north-northwesterly to northwesterly towards the San Francisco Bay (Iwamura, 1993).

The following area specific descriptions of hydrogeology are presented for specific areas (Urban

Reserves and sites designated for use conversion) listed in the Horizon 2020 plan (Appendix A). The intensification corridors addressed in the Horizon 2020 plan are located through out the Santa Clara Valley in the San Jose Alluvial Plain. Mr. Tom Iwamura, Engineering Geologist at the Santa Clara Valley Water District (SCVWD) was interviewed regarding ground water occurrence and quality for the following locations.

Coyote Valley, a narrow southeasterly trending valley, is a tributary subbasin of Santa Clara Valley. The principle drainage in Coyote Valley is Coyote Creek which originates in the Diablo Range, enters Coyote Valley at its topographic divide and flows northwesterly through Coyote Valley and Santa Clara Valley before entering San Francisco Bay. These areas are located in the unconfined ground water bearing zone of the Santa Clara Basin.

The northern portion of the Coyote Valley has a natural bedrock constriction, the Coyote Narrows, where ground water has historically accumulated to form swamp-like conditions. This area is the effluent portion of the Coyote Creek and because of this restricted opening ground water has historically had a tendency to flood. This flooding problem was corrected by the construction of the Coyote Canal which regulates and diverts the ground water into the Santa Clara Valley. Because the ground water in this area is shallow the potential for contamination is increased as with the majority of the shallow ground water areas.

2.1

***North Coyote Industrial Park
(Area 1)/Two Vacant Parcels
(Area 3)/Oakridge Golf Course
(Area 8)/IBM Recreation Area
(Area 13)***

Ground water occurring in the alluvial fill is essentially unconfined and moves in a generally northwesterly direction down the valley. Depth to ground water ranges from about 40 feet at the topographic divide to less than 10 feet. At present, all water used in Coyote Valley is ground water, mostly for agricultural purposes and with lesser amounts for municipal and domestic uses (SCVWD, 1989). Based on the historic agricultural activity in this area it is possible that residual pesticides are present in the near surface soil and sediment. However, pesticides typically tend to be strongly absorbed into soil particles and do not migrate great distances in soil. Therefore, the probability of pesticides being present in the ground water in this area is considered low.

Based on geologic maps of the San Jose area, serpentine which could contain naturally occurring asbestos may be present below the Area 3 sites. Although grading of naturally occurring asbestos is not extensively regulated, it is critical to keep fiber emissions to a minimum and should be conducted in general accordance with the National Emission Standards for Hazardous Air Pollutants (NESHAP).

The Valley View Packing Company is located in an industrial/commercial area of the Santa Clara Valley and utilizes the confined water bearing zones in the valley as mentioned above. This area is proposed for conversion of non-residential land to residential use.

Please refer to section 3.0 for further information on possible hazardous materials used in this industrial area. If a spill has occurred in this area it is possible that

2.2

Valley View Packing Company (Area 2)

the shallow ground water could be impacted with these constituents.

These two areas, proposed for conversion from non-residential to residential uses, are located approximately one-quarter of a mile in the down gradient ground water flow direction from Guadalupe Landfill and approximately one mile down gradient from the Guadalupe Mines. Guadalupe Dam is located approximately 2 miles southeast of these two areas. Run off released from the dam and rainfall are the principle sources of ground water recharge to this area.

The SCVWD is currently monitoring water quality emanating from the Guadalupe Landfill. There has been evidence of leakage of high concentrations of total dissolved solids (TDS) and very minor localized solvent concentrations. According to Mr. Iwamura, the high TDS concentrations do not pose a problem at this time because the canyon water runs into the Guadalupe Creek which in turn overwhelmingly dilutes the salts in the water. Further information from the SCVWD indicated that the Guadalupe Landfill is reportedly proposed to be expanded towards the Ashton Tate/IBM facility; however, this is still in the planning stages.

Since the land at the former Guadalupe quick silver mine and other nearby mines was bequeathed to the County Parks and Recreation Division the water quality has been monitored by the SCVWD. Elevated concentrations of mercury were reported in the ground water samples analyzed; the County is reportedly conducting a study at the mine regarding the metal concentrations.

2.3

IBM Site (Area 4)/ Ashton Tate (Area 5)

Guadalupe Creek is located directly east of these two areas and represents a major drainage down the axial trough of the Santa Clara Valley. These two areas are currently designated Public Quasi-Public and are located in the confined zone of the San Jose alluvial plain. Principle recharge to the upper aquifer zone occurs by deep infiltration from surface. Generally, deeper aquifers are protected by clay aquitards. sources. It is reported that saturated conditions are encountered between 9 and 12 feet below the ground surface.

These areas are situated at the southern-most portion of the Santa Clara Valley ground water basin and the northern portion of the Coyote Valley ground water basin, where the confined ground water zone thins and becomes unconfined. The Guadalupe River is located immediately east-southeast of these areas and recharge to the ground water bearing zone are the percolation ponds located in the area. These areas have reportedly been used for agricultural activity, therefore residual pesticides could be present in the soil beneath these areas, but are likely limited to shallow depths. Depth to ground water beneath these areas varies from 10 feet below the ground surface to 40 feet below the ground surface (SCVWD, 1993).

3.0 GENERAL SITE USES INVOLVING HAZARDOUS MATERIALS

This portion of our study was targeted at identifying general historic/current site uses within the City of San Jose with a focus on areas proposed for new residential

2.4

State Surplus Land/Agnews Hospital (Areas 6 & 7)

2.5

***SCVWD Warehouse (Area 10)/
Vacant (Area 11 & 12)/Vacant
(Area 14)***

development. The potential hazardous materials impacts of common industrial, commercial, and agricultural uses are also discussed. For the purpose of this report, historic and current site uses can be subdivided into several general categories, and are presented in Table 1 below. Following Table 1, the types of facilities, their operations and their impacts are discussed in more detail according to facility use.

The data presented in the table should be viewed as a preliminary summary of materials commonly used at and associated with particular types of sites. Therefore, the listing of a historic/current land use as presented in the table below, should not be interpreted as a confirmation that contamination is present.

Table 1: General Site Uses and Types of Materials Commonly Used
San Jose 2020 General Plan Update
San Jose, California

<u>Site Use</u>	<u>Potential Impacts</u>
Agricultural	Pesticides, herbicides, USTs which may store fuels, household waste, illegal dumping
Auto Body/Painting	Paints, solvents, heavy metals, fuels, oils, thinners, welding/cutting
Auto Repair/Auto salvage	Fuels, oils, solvents, asbestos in brake pads
Cannery, cold storage, warehouse	Fuels, oils, solvents, freon ammonia or carbon tetrachloride refrigerants
Cleaners	Solvents, perchloroethylene
Concrete Batch Plants	Fuels, oils, solvents for vehicle maintenance
Construction/Contractor yards	Fuels, oils, solvents, welding/cutting
Electronics manufacturing, plating	Solvents, heavy metals, cyanide, acids
Foundries	Heavy metals, possible poly-nuclear aromatics, dioxins, furans
Gas Stations	Fuels, oils, solvents
Hospitals	Medical waste, fuels, oils

**Table 1: General Site Uses and Types of Materials Commonly Used
San Jose 2020 General Plan Update
San Jose, California
(Continued)**

<u>Site Use</u>	<u>Potential Impacts</u>
Laboratories	Solvents
Lumber mills or yards	Fuels, oils, solvents, heavy metals, pentachlorophenol, creosote
Machining and Milling	Fuels, oils, solvents
Misc. manufacturing	Fuels, oils, solvents
Painting	Paints, solvents, heavy metals
Pest control, nurseries	Pesticides, herbicides, heavy metals
Plastics Manufacturers	Phthalates
Photographers	Heavy metals, semi-volatiles
Printers	Solvents, dyes
Quarry	Fuels, oils, asbestos, crystalline silica
Railroad	Fuels, oils
Refineries	Fuels, oils, solvents, heavy metals
Rubber manufacturing	Solvents, heavy metals
Tanneries	Chromic acid
Transformers	Oils, Polychlorinated biphenyls (PCB)
Trucking	Fuels, oils, solvents
Welding, machining, metal working	Fuels, oils, solvents, acids

Because of the agricultural history of San Jose, the potential for pesticide contamination is present throughout the the project area. The types of pesticides most likely to leave a residual can be divided into two categories: Heavy Metal Based Pesticides and Organochlorine Pesticides. Metal based pesticides were used predominantly from the late 1800s to the 1940's. Different types of metal based pesticides were used for different types of crops, for example, lead arsenate was used in apple and pear orchards; calcium

3.1

Agricultural/Farming

arsenate used for peach and plum orchards; and cadmium used for row and field crops. Organochlorine pesticides have been used predominantly since the 1940s. DDT, the most widely used organochlorine pesticide, was first brought to the United States in 1942 and subsequently banned in 1973. DDT is classified as a probable human carcinogen by the EPA and listed in Proposition 65 as a substance known to the State of California to cause cancer. Because of the prevalence of residual DDT in many former agricultural areas, brief toxicological profile of DDT is presented in Appendix B.

In addition to the potential impacts from pesticide use in agricultural areas, farms also often utilized underground or above ground storage tanks for the storage of gasoline and diesel oil to fuel machinery. It is important to note that federal and most state regulations exempt tanks on farms from compliance with regular leak testing requirements.

Disposal pits/Garbage pits are another source of potential environmental impact to agricultural land or farmland. Farms often disposed of household waste and associated products such as oil cans, refrigerators, tires, etc. on the property in a pit or nearby gulch or depressed area. It has also been reported that some farms were used as local municipal landfills. Illegal dumping is another potential impact in these areas. Farms are generally accessible to the public from access roads with little or no barriers and usually are located in scarcely populated areas.

Another potential for contaminants within the project area is petroleum products associated with rail depots and service facilities. Although these problems are often unreported, fuels and other constituents were often spilled or dumped onto railroad rights-of-way during the course of normal operations. In addition, these substances were used and stored in large quantities at asphalt plants, refineries, fuel blending facilities, and fuel transfer stations that were often associated with the industrial corridors that sprang up around rail lines. The above listed sites have generally the greatest potential for widespread contamination in the site area, especially since such uses have been widespread within the project area since before the turn of the century.

3.2

Rail Depots/Service Facilities

Petroleum products including oils, fuels, and solvents were also likely used and stored at most of the automotive repair facilities, service stations, and contractor's or trucking yards within the project area. Many of these facilities have been historically been and are currently located along the main intensification corridors. In addition, many canneries, warehouses, contractor's yards, concrete plants, trucking yards and industrial plants may also have utilized fuel storage tanks for service vehicles. Boilers used for heating or industrial purposes at these sites were likely fueled by kerosene or bunker oil which was typically stored in underground tanks.

3.3

Auto Repair/Service Stations

Machinery used in canning processes, metal working, or other manufacturing processes typically would have involved the use of oil and may have been periodically

3.4

Metal Working/Manufacturing

cleaned with solvents. Cold storage plants may have also used oil in compressors and may have used freon as a refrigerant after the 1950's and 60's. Carbon tetrachloride, a known carcinogen, may also have been used as a refrigerant.

Lumber mills and yards have reportedly used heavy metals such as copper or arsenic to preserve woods. Pentachlorophenol or creosote may also have been used in the wood preservation processes. Woods may have been treated on-site, or treated wood may have been sawed, leaving wood chips treated with preservatives.

Rubber manufacturing facilities typically involve the use of solvents such as toluene. Zinc oxide and sulfur are additives used in the rubber vulcanizing process and may contain significant lead impurities.

Metal plating operations often involve the use of cyanide based heavy metal solutions along with acids and basic solutions. Circuit board manufacturing operations may also have their own plating facilities, as well as using solvents (TCE) and fluxes to clean boards prior to soldering.

Metal foundries generate waste foundry sand which may be contaminated with a variety of heavy metals. This is especially true of brass foundries. In addition, furnace by-products at some foundries have been shown to contain semi-volatile compounds including poly-nuclear aromatics, dioxins and furans.

3.5

Lumber Mills

3.6

Rubber Manufacturing

3.7

Metal Plating

3.8

Metal Foundries

Lead based paints are associated with older paint facilities and paints often contain solvents, phthalates, and heavy metal pigments.

3.9 Paint Facilities

Dry cleaning plants typically use solvents such as Stoddard Solvent and perchloroethylene (PCE). In those areas that are currently developed with on-site structures, the National Emissions Standards for hazardous Air Pollutants (NESHAP) require that buildings subject to renovation or demolition be surveyed for asbestos containing materials (ACM) and that all potentially friable ACM be removed prior to building demolition. This is a uniform hazardous materials impact to all developed sites.

3.10

Dry Cleaning

4.0 SITE DESCRIPTION: URBAN RESERVE, NON RESIDENTIAL LAND AND INTENSIFICATION CORRIDORS

In this section, we examine the specific areas of concern and potential hazardous materials impacts associated with geographic areas proposed for development changes under the proposed General Plan alternatives. Our review therefore includes many sites where hazardous materials may have been used, but where the presence or absence of contamination has not been confirmed or disproved. In addition, due to the complexities of site assessments and the general nature of this review, potential concerns may not be limited to those listed. In recent years, site owners and other parties may have conducted studies to evaluate their parcels for potential contamination in some of these areas. These studies may yield valuable information as to site specific environmental conditions.

The Urban Reserves are areas which the City deems appropriate for urban development in long-term planning. Therefore, the City is able to phase growth based on need and ability to provide necessary facilities and services. A Specific Area Plan will precede development in these areas. In addition, prior to development, consideration should be given to performing environmental site assessments (Phase I) in the specific areas planned for development to help establish the potential for contamination on a site specific basis.

4.1

Urban Reserves

The South Almaden Valley Urban Reserve is located southeast of the Mockingbird Hill Road/McKean Road/Harry Road intersection toward the community of New Almaden and Calero Reservoir. The area is typified by orchards, small farms, grazing, pasture lands, horses and equestrian stables. The historic site use is predominantly agricultural and rural residential. Near surface soils may be impacted with residual pesticides from historic site use. In addition, some farms may have operated underground or above ground fuel storage tanks.

4.1.1

South Almaden Valley

The Coyote Valley Urban Reserve is located between the Coyote Greenbelt and the North Coyote Campus Industrial Area and west of Coyote Creek. The current and historic land uses consist predominantly of agricultural and rural residential. Near surface soils may be impacted with residual pesticides from historic site use. In addition, some farms may have operated underground or above ground fuel storage tanks.

4.1.2

Coyote Valley

The Horizon 2020 General Plan Update proposes the conversion of 14 non-residential sites to residential uses (Appendix A). The majority of this land is currently designated for industrial uses and is located throughout the project area.

4.2

Non-residential Lands Proposed for Residential Development

The North Coyote Industrial Park is located southwest of Monterey Road and generally between Blanchard Road and Laguna Road on both sides of Santa Teresa Boulevard. Currently, North Coyote Industrial Park is vacant. The current land use designation is Campus Industrial. Railroad lines are located along Monterey Road. Historic use is likely agricultural, with the potential hazardous materials impacts including those associated with agricultural practices.

4.2.1

North Coyote Industrial Park

The Valley View Packing Company site is located on Hillsdale Boulevard between Pearl Avenue and the Guadalupe River. The site is currently developed with a packing facility and orchards, and is currently designated Combined Industrial/Commercial. The potential hazardous materials impacts include fuels, oils, solvents, and pesticides.

4.2.2

Valley View Packing Company

The two vacant parcels are located north of Highway 101 between Silicon Valley Boulevard and Metcalf Road. These parcels are currently undeveloped and are currently designated Campus Industrial. Reportedly, these parcels have never been developed.

4.2.3

Two Vacant Parcels

The IBM site is located at 6450 Guadalupe Mines Road, south of Puerto Vallarta Drive and is currently designated Industrial—Administrative Office/Research

4.2.4

IBM

and Development. According to City of San Jose Fire Department information, this facility, classified under Miscellaneous Complex Facilities and Laboratories, stores/uses between 2,750 and 5,500 gallons of Flammable Liquids (i.e. gasoline, diesel fuel, solvents, kerosene), and between 55 and 550 gallons of Corrosives (i.e. sulfuric acid, sodium hydroxide). Prior to the current development, historic land use was likely undeveloped land.

The Ashton Tate Site is located at 6411 Guadalupe Mines Road and southwest of the IBM facility. The development is currently designated Industrial--Administrative Office/Research and Development. Prior to the current development, this site was a portion of a golf course. Historic site use was likely agricultural.

4.2.5

Ashton Tate

The State Surplus Land is located east of Zanker Road, west of Coyote Creek, and north of Center Road and the Agnews Developmental Center. Currently the site is vacant and is designated Public/Quasi Public. Historic site use was likely agricultural.

4.2.6

State Surplus Land

The Agnews Hospital facility is located east of Zanker Road, west of Coyote Creek, south of Center Road, and north of Levee Road and is designated Public/Quasi Public. The Agnews facility was originally constructed in 1888 and had associated orchards, gardens, hayfields and pastures. In addition to the potential agricultural impacts, the storage and/or disposal of medical wastes and the use and storage of heating oil also may impact the site.

4.2.7

Agnews Hospital

The Oakridge Golf Course is located on Cottle Road between Santa Teresa Boulevard and proposed Highway 85. The site is currently designated Public Park/Open Space; however, only a portion of the former golf course is being utilized as a driving range. Historic land use was likely agricultural.

4.2.8

Oakridge Golf Course

The former gas station and vacant parcel are located along North First Street and Technology Drive between Skyport Drive and Sonora Avenue. The current land use designation is Combined Industrial/Commercial. The potential impacts include petroleum products.

4.2.9

Former Gas Station/Vacant Parcel

The Santa Clara Valley Water District (SCVWD) warehouse is located at 5905 Winfield Boulevard. According to Fire Department information, the Hazardous Materials Occupancy Classification (HMOC) for this facility is Miscellaneous Facilities Laboratories. In addition, this facility reportedly stores/uses between 200 and 2,000 cubic feet of gases (i.e. acetylene, hydrogen, oxygen, chlorine, anhydrous ammonia) and greater than 5,500 gallons of miscellaneous hazardous material (i.e. freon, waste oil, water soluble waste). In addition, a lumber facility was reportedly located on the site and may have utilized various materials such as fuels, oils, heavy metals pentachlorophenol, or creosote.

4.2.10

SCVWD Warehouse/Shops

The vacant land on both sides of Vistapark Drive, southwest of Canoas Creek and north of the West Valley Freeway is currently designated Medium Density (8 du/ac) and Medium High Density (8-16 du/ac) Residential. Historic site use is likely agricultural.

4.2.11

Vistapark Drive Vacant Land

The vacant land located west of Southcrest Way, north of Blossom Hill Road, and South of the West Valley Freeway is currently designated Medium Density (8 du/ac) Residential. Historic site use is likely agricultural.

4.2.12

Southcrest Way Vacant Land

The IBM Recreation Area is located north of Santa Teresa Boulevard, south of the West Valley Freeway, east of Liska Lane, and west of Miyuki Drive. This parcel is currently designated industrial. Recreational facilities like softball fields and tennis courts have been located on site. The historic site use is likely agricultural.

4.2.13

IBM Recreation Area

The Chynoweth Avenue area is located to the southeast of the intersection of Chynoweth and Winfield Boulevard, and is currently designated medium high density (8-16 Du/Ac) and high density (12-25 Du/Ac) residential. The site is currently developed with a single family residence and fallow agricultural land. Potential impacts include residual pesticides in the near surface soil from agricultural activities.

4.2.14

Chynoweth Avenue

The San Jose 2020 General Plan Update proposes to increase the density of housing along the City's intensification corridors. These intensification corridors are located along Stevens Creek Boulevard, Winchester Boulevard, Capitol Avenue/Expressway, Santa Clara Street/Alum Rock Boulevard, Story Road, First Street, and Southwest Expressway. In general, the greatest potential for contamination along the City's intensification corridors is from petroleum products associated with gas stations, auto repair facilities, contractor's and trucking yards, and related developments.

4.3

Intensification Corridors

The Stevens Creek/West San Carlos Intensification Corridor extends between Calvert Drive and Meridian Avenue. The current general plan designation for these areas include Vacant, Residential, and General Commercial. The area includes facilities like auto dealerships, gas stations, auto leasing shops, and auto body shops. The potential impacts of hazardous materials in these areas are likely associated with petroleum products. In addition, impacts from past agricultural use is also likely.

4.3.1

*Stevens Creek Boulevard/West
San Carlos Street*

The Winchester Boulevard intensification corridor extends between Stevens Creek Boulevard and Hamilton Avenue. The current general plan designation for these areas include Very High Density Residential, General Commercial, Neighborhood Community Commercial, and Regional Commercial. The area includes vacant parcels, shopping centers, an auto dealership, and old residential buildings. The potential impacts include those from petroleum products and pesticides from past agricultural activities.

4.3.2

Winchester Boulevard

The Capitol Avenue/Capitol Expressway intensification corridor extends between Hostetter Road and Highway 101. The current general plan designation for these areas include Medium Density, Medium High Density and High Density Residential, General Commercial, and Public/Quasi Public. The majority of the developments are vacant and several of the areas are currently remnant agricultural. The likely impacts associated with these areas include petroleum products from gas stations, auto repair facilities, and pesticides associated with past agricultural use.

4.3.3

*Capitol Avenue/Capitol
Expressway*

The Santa Clara Street/Alum Rock Avenue intensification corridor extends between North Fourth Street and South White Road. The current general plan designations for these areas include Medium Density Residential, General Commercial, and Heavy Industrial. The types of facilities associated with these areas include construction storage yards, auto repair facilities, and auto body shops. In addition, one of these areas has railroad lines through the property. The potential impacts of these areas include petroleum products and solvents associated with industrial practices, gas stations, and auto repair facilities.

4.3.4

Santa Clara Street/Alum Rock Avenue

The Story Road intensification corridor extends between Capitol Expressway and White Road. The current general plan designations for these areas include General Commercial and Medium Density Residential. The potential impacts in these areas include petroleum products from gas stations and auto repair facilities.

4.3.5

Story Road

The North First Street/South First Street intensification corridor extends between Taylor Street and Keyes Street. The general plan designation for these areas include Residential Support for the Core Area, Office, and Core Area Commercial. The types of facilities associated with these areas include auto repair facilities and auto body shops. In addition, railroad lines are associated with two of these areas. The potential impacts include petroleum products and solvents from past industrial activities, gas stations, and auto repair facilities.

4.3.6

North First Street/South First Street

The southwest Expressway intensification corridor extends between Bascom Avenue and Fruitdale Avenue. The General Plan designation for these areas are neighborhood/community commercial, which applies primarily to shopping centers of a neighborhood or community scale. In addition, rail lines are associated within this intensification corridor. The potential impacts include petroleum products and solvents from gas stations and auto repair facilities.

4.3.7

Southwest Expressway

5.0 REVIEW OF REPORTED HAZARDOUS MATERIALS INCIDENTS

The purpose of this section is to provide an overview of the numbers and types of hazardous materials incidents reported in San Jose. To do this, selected hazardous materials incident/site lists were reviewed to evaluate the types and status of reported sites in San Jose. A brief description of each list reviewed is presented below. For those lists with a large number of cases, a table summarizing the number and status of the reported incidents.

Regulatory lists reviewed include the United States Environmental Protection Agency (EPA) National Priority List (NPL) (the most serious hazardous waste sites) dated September 1992; the Bond Expenditure Plan (BEP) Report, updated January 10, 1990 (sites where State of California governmental funds have been targeted for investigation and cleanup); the California Regional Water Quality Control Board (CRWQCB) South Bay Site Management System (solvents), updated January 1992; the Santa Clara Valley Water District (SCVWD) Fuel Leaks List updated April 1992; the California Environmental Protection Agency

(CEPA) CalSites database list dated October 1991; and the Resource Conservation and Recovery Act (RCRA) Notifiers List.

The EPA Superfund NPL is a compilation of hazardous waste sites potentially posing the greatest long-term threat to human health and/or the environment. The Superfund program oversees the clean-up of the nation's most serious hazardous waste sites when they cannot be mitigated under other environmental laws. The sites on the NPL are categorized primarily on the score a site receives from the Hazard Ranking System. The EPA is required by law to update this list at least once a year. Due to the amount of public attention focused on these sites, they pose more of a risk to surrounding properties and potentially could impact property values in the area.

5.1

NPL Sites

At the time of our study, three NPL sites were located in the City of San Jose. These sites include the South Bay Asbestos Area located at the foot of Liberty Street and the Guadalupe River; Lorentz Barrel and Drum Company located at 1515 South 10th Street; and Fairchild Semiconductor located at 101 Bernal Road. All three of these sites are designated as "higher" event qualifiers, indicating a higher clean-up priority compared to other facilities.

The BEP List contains a list of sites targeted for expenditure of state funds. This list was initially published in January 1985 pursuant to the provisions of Health and Safety Code Section 25334.5 which requires the Department of Health Services (DHS) to develop a site-specific expenditure plan for Hazardous

5.2

BEP List

Substance Cleanup Bond funds. The DHS is required to annually update the report and to notify the Legislature of any significant adjustments to the bond fund program until these funds are fully expended; however, the most recent published update of the plan is dated January 1990.

Review of information indicated six BEP sites reported in the City of San Jose. Three of these facilities, the South Bay Asbestos Area located at Liberty Street and the Guadalupe River, Lorentz Barrel and Drum Company located at 1515 South 10th Street, and Fairchild Camera and Instrument Corporation located at 101 Bernal Road are also listed on the EPA NPL list. Four facilities, Solvent Services, Inc. located at 1021 Berryessa Road, North 1st Street Plume located at 3901 North First Street, Lorentz Barrel and Drum Company, and Fairchild Semiconductor are listed on the South Bay Toxics List (solvents). One of the facilities, Almaden Quicksilver County Park located in the southwestern portion of San Jose, was once an active mercury mining district. In addition, this facility is located approximately 1-mile up-gradient from the current IBM and Ashton Tate sites. According to the BEP list, the responsible parties, Santa Clara County and Buckhorn Inc., are responsible for remediation in compliance with an order issued by the DHS.

The San Francisco Bay Region of the CRWQCB maintains records of reported chemical spills and leaks within their jurisdiction. Generally the materials involved are solvents.

5.3

CRWQCB South Bay Site Management System

Review of information indicated 31 solvent incidents are reported in the City of San Jose as of January 1992. Summary statistics presenting the numbers of each type of reported incident is presented in Table 2 below. In addition, a copy of the South Bay Site Management System List reviewed and the facility names and locations is presented in Appendix C.

**Table 2. Status of CRWQCB Solvent Incidents
San Jose, California**

	<u>Active</u>	<u>Inactive</u>	<u>No Action</u>	<u>In Review</u>	<u>Closed</u>	<u>Total</u>
Number of incidents	18	5	3	3	2	31

The SCVWD maintains records of reported fuel spills and leaks within their jurisdiction involving petroleum products such as gasoline, diesel and jet fuels. The SCVWD entered into an agreement with the San Francisco Bay CRWQCB to establish a technical group which would provide the oversight for the investigation and remediation of contamination due to leaking underground fuel storage tanks.

5.4

SCVWD Fuel Leak Site Activity Report

Review of information indicated 713 Fuel Leak Sites in the City of San Jose. Of these, approximately 32 sites are located within the intensification corridor areas. Summary statistics presenting the numbers of each type of reported incident is presented in Table 3 below.

**Table 3. Status of SCVWD Fuel Leak Sites
San Jose, California**

	<u>Ground Water</u>	<u>Undefined</u>	<u>Low Priority</u>	<u>RWQCB Lead and Transferred In Review</u>	<u>Closed Cases</u>	<u>Total Cases</u>
Number of incidents	244	242	69	37	121	713
Ground Water	- Cases where ground water contamination has been confirmed by the analytical results from samples collected from monitoring wells.					
Undefined	- Cases where soil contamination has been confirmed. Further investigation to determine the extent of soil pollution is required.					
Low Priority	- Cases where soil analyses, usually of soil samples collected at the time of tank removal, indicate low levels of pollution.					
RWQCB Lead and Transferred Cases	Cases that have been transferred to the RWQCB due to the detection of non-fuel compounds and other reasons.					
Closed Cases	- Cases which have been recommended for closure by District staff and/or have been formally closed by the RWQCB.					

Abandoned Site Program Information System (ASPIS) was a database maintained by the DHS of active/inactive cases of the site evaluation and/or survey programs. The database was used as a tracking system for present and former sites by the toxics division of DHS. The ASPIS list has been compiled into the CalSites list by the CEPA.

5.5

ASPIS/CalSites

The CEPA Department of Toxic Substances Control (DTSC) maintains a database system to track potential historical hazardous waste sites. These sites were "discovered" from review of industrial directories, Polk Directories (phone directories), referrals from other agencies, Chamber of Commerce records, complaints, etc. Additional sites were "discovered" while investigating these sites. This research generated a list of approximately 26,000 both known and potential

sites; two-thirds of these sites have been classified, based on available information, as needing "no further action" (NFA) by the DTSC. The remaining sites are in various stages of review and remediation to determine if a problem exists at the site. Several hundred sites have been remediated and are considered certified. Some of these sites may be in long term operation and maintenance.

Today, the CalSites list is used to track sites which come to the attention of the Site Mitigation Unit through engineering reports mailed to the Unit and other agency referrals, etc. CalSites has evolved into CEPA's pre-remedial tracking system.

Information concerning most of these sites should be considered preliminary only; that is, these sites are potential sites (sites designated as "Superfund" are confirmed as contaminated). Site sampling is required in order to determine a site's actual condition (i.e. contaminated or uncontaminated).

Review of information indicated 284 CalSites located in the City of San Jose. Summary statistics presenting the numbers of each type of reported incident is presented in Table 4 below.

**Table 4. Status of CEPA CalSite Incidents
San Jose, California**

	STATUS CODE											
	<u>AWP</u>	<u>PEARM</u>	<u>PEARL</u>	<u>HHR</u>	<u>SSR</u>	<u>EPA</u>	<u>RWQCB</u>	<u>REFRW</u>	<u>OAL</u>	<u>CERT</u>	<u>DLIST</u>	<u>NFA</u>
Number of incidents	2	9	14	1	3	2	2	3	8	1	1	238

STATUS CODE DEFINITIONS:

- AWP - ANNUAL WORKPLAN (AWP) - ACTIVE SITE
The site is in remediation. Sites will usually be given a status of CERT or COM after all remedial activities at the site are complete.
- CERT - CERTIFIED
The site has been remediated.
- DLIST - DELISTED
The site has been removed from the Annual Workplan (usually for administrative reasons). For example, if several sites are consolidated, the old site record could be given this status.
- EPA - ENVIRONMENTAL PROTECTION AGENCY (EPA) LEAD
EPA has assumed the lead on the site, but the site is not listed on the National Priorities List (NPL). These sites are usually part of EPA's Preliminary Assessment/Site Inspection (PA/SI) and NPL listing process. All NPL sites must have a status of AWP even if EPA has the lead.
- HHR - HAZARD RANKING REQUIRED
The site has had a Preliminary Endangerment Assessment (PEA) or equivalent evaluation and is recommended for hazard ranking. Sites will usually be given a status of PRP, BKLG or AWP after hazard ranking is complete.
- NFA - NO FURTHER ACTION FOR DTSC
DTSC staff have judged the site to require no further departmental action based on available information concerning the site's potential to threaten public health and/or the environment.
- PEARL - PRELIMINARY ENDANGERMENT ASSESSMENT (PEA) REQUIRED, LOW PRIORITY
DTSC has judged the site to pose a low public health or environmental threat. A PEA is the first step in site analysis. During the PEA all the information is gathered which will be necessary to rank the site. PEA's can include sampling, interviews with knowledgeable parties, research and site visits. Sites are normally given a status of NFA, HRR, AWP or BKLG after the PEA is complete.
- PEARM - PEA REQUIRED, MEDIUM PRIORITY
DTSC has judged the site to pose a medium public health or environmental threat.
- REFRW - FORMER ANNUAL WORKPLAN SITE, REFERRED TO RWQCB
The site has been on the Annual Workplan or State Bond Expenditure Plan (BEP) in the past and is now being mitigated under the lead of the RWQCB
- RWQCB - REGIONAL WATER QUALITY CONTROL BOARD (RWQCB) LEAD
The site is being mitigated under the lead of the RWQCB and has never been on the Annual Workplan or State BEP.

- OAL - OTHER AGENCY LEAD
The site has a lead agency other than the county, RWQCB, EPA or RCRA and has never been on the Annual Workplan or State BEP.
- SSR - SITE SCREENING (SS) REQUIRED
The site requires an initial screening. A SS normally takes about fifteen hours and includes a review of the readily available documentation and , usually, a drive-by. Sites will usually be given a status of NFA, PEARL, PEARM, or PEARH after the SS is complete.

These are sites which have filled notification forms with the EPA in accordance with the Resource Conservation and Recovery Act (RCRA) requirements. These sites include hazardous waste treatment, storage, and disposal facilities as well as and transporters and generators of hazardous wastes regulated under RCRA. These sites represent some form of hazardous waste activity, but are most significant from a potential contamination standpoint only if they are determined to be out of compliance with regulations established pursuant to RCRA.

5.6

RCRA Notifiers

Review of information indicated 865 RCRA sites are located in the City of San Jose. Summary statistics presenting the numbers of each facility type reported and designation is presented in Table 5 below. It should be noted that some sites are listed as more than one facility type.

Table 5. RCRA Notifiers List
San Jose, California

	FACILITY TYPE					
	<u>TSD</u>	<u>TRNS</u>	<u>LOG</u>	<u>SQG</u>	<u>BBL</u>	<u>REC</u>
Number of incidents	7	114	456	370	0	0

FACILITY TYPE DEFINITION:

- TSD - Treat, store, or disposal facility
- TRNS - Transporter
- LQG - Large quantity generator (more than 1000 kg per month)
- SQG - Small quantity generator (100 - 1000 kg per month)
- BBL - Burner/blender
- REC - Recycler

6.0 REGULATIONS REGARDING HAZARDOUS MATERIALS

The last ten years have seen enactment of a wide variety of new legislation regarding hazardous materials and waste. As such, the regulatory environment in which the proposed Horizon 2020 plan amendments will take effect has developed considerably. In this section, we will briefly review some of the current regulations regarding hazardous materials and waste, and toxic contamination. Air quality, waste water, waste minimization, recycling, solid waste, and energy conservation are not included in this review.

In general terms, the regulations, policies, guidelines, and jurisdictional relationships governing the hazardous materials/waste sphere apply to the environment within which new development will take place in a uniform fashion. That is, they do not present a unique impact unique to a particular alternative of the proposed general plan changes, but are uniform in their application. Therefore, our review is focused on briefly describing the general regulatory environment and its effect on development, and pointing out some of the items that may be more unique to the San Jose Area.

One of the more far reaching impacts of hazardous waste/contamination regulation on the development process has been the incorporation of the idea of joint and several liability with respect to environmental cleanup under the Superfund law (CERCLA) and other environmental cleanup legislation. Simply put, any party designated as being potentially responsible for a contamination incident may be held liable for a portion of, or the entirety of, investigation and cleanup. The owners of a property can be designated as a responsible party simply by virtue of ownership, unless they have made "appropriate inquiry" into the possible presence of contamination before buying the property, and have found no reason to suspect the site is contaminated. Typically, such appropriate inquiry involves an environmental research study of the site and vicinity (Phase I Environmental Site Assessment) and/or collecting soil and/or ground water samples (Phase II Environmental Site Assessment). Currently, there is an effort to exempt municipalities from cleanup liability under CERCLA.

6.1

Environmental Cleanup and Liabi...

Because of concern regarding the potential environmental liabilities associated with real estate transfers, the vast majority of commercial real estate transactions now include such investigation, usually at the request of the buyer or the lender. It is therefore anticipated that the majority of the sites designated for future development in San Jose will have some form of environmental site assessment performed on them. In addition, some municipalities in the Bay Area now routinely require such investigations for some sites proposed for residential development, if the site history

indicates that contamination may be present. At present, San Jose does not routinely require such investigations, but consideration is being given to imposing such requirements on property to be dedicated to the City. In any case, it is reasonable to expect that the performance of pre-purchase environmental site assessments will continue to be a major factor in identifying contaminated and potentially contaminated sites in the City.

Because contamination of the shallow ground water sometimes involves the migration of contaminants away from the source site and underneath neighboring properties, the presence of nearby contamination incidents can be a potential concern. This situation exists in some portions of the City, especially where plumes of solvents have migrated for relatively long distance beneath adjacent neighborhoods. Generally speaking, in San Jose, the presence of contamination in the shallow ground water beneath a property has not been viewed by regulatory agencies as a significant health hazard for people living or working on these properties. The primary hazard is viewed to be consumption of the impacted water or migration of the impacted water to aquifers used for domestic water supply.

6.1.1

Properties Impacted by Off-Site Contamination

As a matter of policy, the Regional Water Quality Control Board (RWQCB) or the California Environmental Protection Agency (CEPA) will not hold property owners responsible for investigation or cleanup of contamination incidents that did not originate on their property. However, if contamination

is detected, investigation may be required until it can be proven that this is the case.

The State Health and Safety Code allows for the designation of "Boundary Zone Properties" within 2,000 feet of a designated hazardous waste site in order to protect public health. These boundary zone properties may be subject to the imposition of deed restrictions prohibiting certain uses. To our knowledge, this requirement has not yet been imposed on any property in the the State, but in some cases deed restrictions have been voluntarily negotiated. In spite of the fact that this law has not been imposed on potential boundary zone properties to date, financing for properties within the boundary zone of major contamination sites (e.g. Superfund Sites) may be more difficult to obtain in some cases.

6.1.2

Boundary Zone Properties and Deed Restrictions

Another use of deed restrictions is to place institutional controls on contaminated sites themselves. Typically this is done if some level of impacted material remains at a site. The location and nature of the material is disclosed in the property deed, and certain prohibitions, such as a prohibition on disturbance of the material or on certain sensitive property uses, may be added. Deed restrictions are usually negotiated as part of a site cleanup plan. This mechanism has been used at some sites in San Jose based on negotiations with the City, County, or State.

Generally speaking, contamination incidents are overseen by the following agencies or entities:

6.1.3

Case Oversight

- 1) Fuel leak cases involving underground storage tanks are overseen by the Santa Clara Valley Water

District SCVWD under an agreement with the RWQCB.

- 2) Other contamination incidents impacting or potentially impacting ground water (especially solvent spills and leaks) are overseen by the RWQCB.
- 3) Soil contamination by toxics is overseen by the CEPA or the Santa Clara County Department of Health Services.
- 4) Incidents of pesticide contamination are overseen by the City Office of Environmental Management under agreement with the CEPA.
- 5) Very severe or high priority cleanup cases are overseen by the U.S. EPA, or by the RWQCB or CEPA under agreement with the U.S. EPA.

Because of the large number of reported contamination incidents in the area, many low and moderate priority cases are self directed, with a minimal amount of agency oversight. Many of these cases require no cleanup or only relatively minor cleanup, and are subject to periodic monitoring before they can be closed. Closure criteria are usually conservative so as to be protective of health and the environment, resulting in a large backlog of low priority cases. Generally speaking, the closer to the municipal level the case can be overseen the more rapid the response to lower priority cases.

6.1.4

Case Closure

High priority cases are usually overseen by the SCVWD if they are fuel leak cases or by State or Federal agencies for other types of incidents. These cases usually receive relatively close scrutiny and an opportunity for community involvement is usually provided for State and Federal cases. In many cases, cleanup can take years or even decades, and periodic monitoring may continue for many years after cleanup is complete.

Residual pesticides, especially DDT and its breakdown products, are relatively common in land that was used for agricultural purposes between 1942 and 1973. In some cases the concentrations of these compounds exceed hazardous waste levels. Remediation of soils impacted at hazardous waste levels falls into the jurisdiction of the Cal EPA; however, soil impacted by chemicals applied lawfully to the land in the course a agricultural business is not classified as a hazardous waste. Although Cal EPA has traditionally overseen such cases, the City of San Jose oversees such cases within its boundaries under agreement with the Cal EPA. It is anticipated that that as development continues in former agricultural land additional sites requiring remediation will be identified.

6.1.5

Residual Pesticides

The impact of contamination on the possible development of a site depends on many factors. In severe cases, site occupation may not be possible for public health reasons until cleanup is complete or has progressed to an acceptable level. This may apply to a whole site or only a portion of it. Site use may also be disrupted simply for physical reasons in order to allow remediation to progress. Generally speaking, ground water remediation usually involves a long term cleanup

6.1.6

Impacts of Remediation on Development

which may proceed with relatively little physical encumbrance to a site, whereas soil contamination often is more rapid but involves a more severe disruption of site activities.

In some cases, site remediation is mandated before development of a property may proceed. Such a mandate may come from a State, Federal, or local jurisdiction when it is deemed to be in the public interest. By way of an example, San Jose, as a matter of policy, will not allow waste to remain on land to be dedicated to the City. In other cases, a property owner may initiate remediation prior to sale or development purely for financial or liability reasons.

In summary, contamination may impact potential development in the following ways:

- 1) Remediation may be mandated before development may proceed if this is perceived to be in the public interest.
- 2) Remediation may proceed prior to development for financial/liability reasons.
- 3) Remediation may proceed prior to development solely for logistical reasons.
- 4) In many cases, remediation may proceed concurrently with or after development, and need not be a hindrance.

New commercial or industrial development in the City will undoubtedly result in the creation of new hazardous waste generating facilities. In addition, hazardous waste will likely be generated by the remediation of contaminated sites identified in proposed development areas. The storage, treatment, transportation and disposal of hazardous waste is governed by a series of federal and state laws, whose impacts are not unique to a particular alternative of the proposed general plan. In Santa Clara County, Resource Conservation and Recovery Act (RCRA, the federal hazardous waste law) is administered by the County Health Department under agreement with the EPA. Transport of hazardous waste is not governed by the City. The treatment of hazardous waste under the new Permit By Rule system is administered by the CEPA. The City is, however, involved with decisions as to the siting of hazardous waste treatment, storage, or disposal (TSD) facilities.

6.2

Hazardous Waste

As is the case with hazardous waste, hazardous materials are governed by a series of federal, state, and local laws and ordinances, whose impacts are not unique to a particular alternative of the proposed general plan. The storage of hazardous materials is subject to the reporting and planning requirements of the Tanner Bill and to the City's Hazardous Materials Storage Ordinance, which is administered by the Fire Department. Businesses using/storing hazardous materials are required to submit Hazardous Materials Management Plans (HMMPs or HMBPs) which are maintained by the fire department. In addition, contingency planning is required if certain types and quantities of hazardous materials are stored (LaFollette

6.3

Hazardous Materials

Bill and SARA Title III). In certain cases, the types of hazardous materials use at a particular site (based on its surroundings) or the types of development allowed near the site may be restricted. Such restrictions would typically be administered under zoning laws. Storage of hazardous materials is also subject to regulation under the Uniform Fire Code. Finally, the use of certain highly toxic gases is regulated by the City Fire Department under the City's Toxic Gas Ordinance.

As mentioned previously, the National Emission Standards for Hazardous Air Pollutants (NESHAP) designate asbestos as a hazardous air pollutant. Buildings destined for demolition or renovation must be surveyed for asbestos containing materials, and any potentially friable asbestos containing materials must be removed by licensed asbestos abatement contractor before demolition or renovation can proceed.

In addition to the above, certain parts of the City are underlain by serpentine bedrock, the host rock for the asbestos mineral chrysotile. The presence of naturally occurring asbestos is not unique to the San Jose area, but is widespread in California. Naturally occurring asbestos is not regulated under NESHAP at present. However, worker exposure during excavation is regulated by Cal OSHA, and the use of asbestos containing aggregate is regulated by the Air Resources Board. In addition, asbestos emissions are subject to regulation under Proposition 65. As such, while grading and construction activities in asbestos containing serpentine rock are not as stringently regulated as other asbestos related work, dust and asbestos fiber emissions must be mitigated to an acceptable level during such work. In response to this,

6.4

Asbestos Containing Materials

the City has adopted standard language for inclusion in Environmental Impact Reports where naturally occurring asbestos is a potential concern, but has not established a set policy.

7.0 LIMITATIONS

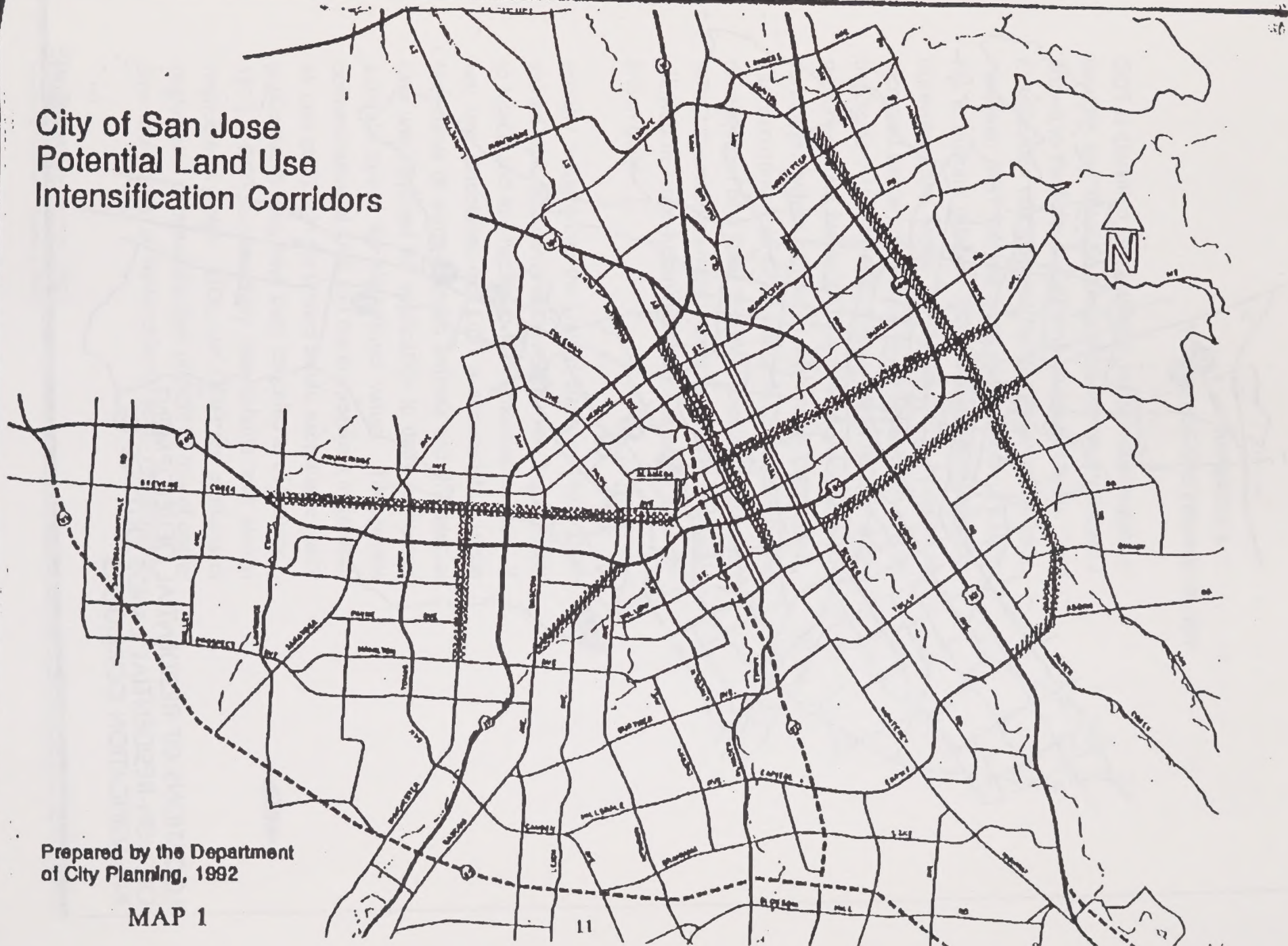
As with all environmental studies, the level of information obtained is a function of both time and budgetary constraints. Our conclusions regarding the project area are based on review of selected agency files and data collected by other parties, interviews with City and County Staff and our interpretation of readily available site history and usage data. Naturally, any study of this type must be qualified in that no asbestos, soil or ground water analysis was performed, sites were not visited and the level of review was general and not site specific. Site specific reviews of conditions, history, as well as environmental sample analysis leads to a more reliable assessment of environmental conditions. Should one desire a greater degree of confidence for a specific area, a Phase I environmental site assessment on the particular areas of interest, monitoring wells and/or soil samples should be obtained to more definitively establish present environmental conditions.

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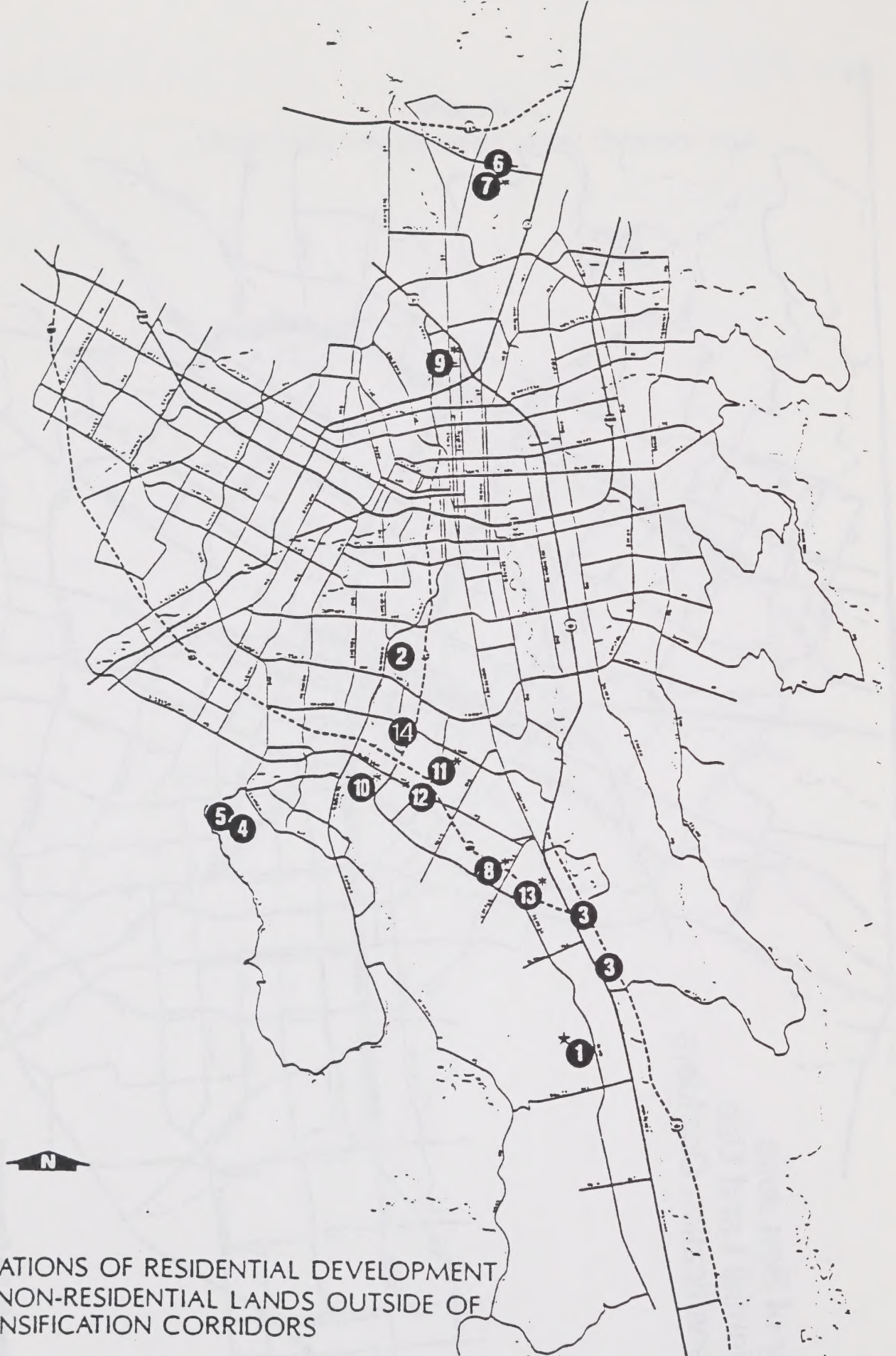
APPENDIX A
VICINITY MAP AND INTENSIFICATION CORRIDOR MAP

City of San Jose
Potential Land Use
Intensification Corridors



Prepared by the Department
of City Planning, 1992

MAP 1



LOCATIONS OF RESIDENTIAL DEVELOPMENT
ON NON-RESIDENTIAL LANDS OUTSIDE OF
INTENSIFICATION CORRIDORS

FIGURE

APPENDIX B

TOXICOLOGICAL PROFILE OF DDT

DDT is classified as a probable human carcinogen by the EPA and listed in Proposition 65 as a substance known to the State of California to cause cancer. This classification was made on the basis of animal studies. However, DDT has not been proven to be a cancer risk to humans (Klaasen 1986). The potency slope or dose-response slope for DDT with respect to increased cancer risk was calculated by the EPA at $0.34 \text{ (mg/kg/day)}^{-1}$ (EPA 1989). This potency slope or dose-response slope makes DDT a relatively low potency carcinogen when compared with other compounds. The persistence of DDT was a major factor in the development of a Total Threshold Limit Concentration (TTLC) (the maximum total concentrations of chemicals allowed in a non-hazardous waste) of 1,000 parts per billion (ppb).

Initially brought into the United States in 1942, DDT gained rapid popularity because of its very high toxicity to insects and low hazard to warm-blooded animals. It was later discovered that DDT is accumulative in the fatty tissue of warm-blooded animals and that special care was required for application to dairy cattle and animals raised for their food value. To prevent contamination of food and the environment in general, all uses of DDT in the United States, except emergency public health uses, have been canceled as of January 1, 1973. DDT is extremely non-volatile and almost insoluble in water. DDE and DDD are products of degradation or metabolization of DDT by loss of one or two molecules of hydrochloric acid, respectively.

Studies indicate that the half-life of DDT in soils ranges from 2 to 12 years (ATSDR 1988) with an average half life reported at 10 years (Edwards 1973). The amount of time for 95 percent of DDT to disappear from a soil is reported to range from 4 to 30 years (Edwards 1973). Over this time, loss of DDT occurs by photolysis, biodegradation, volatilization, erosion, and crop uptake.

The presence of DDT in soils at agricultural sites is well documented in the literature (Edwards 1973). Average concentrations of 200 to 15,000 ppb of DDT have been reported at agricultural sites where DDT was used. Higher average concentrations have been reported in orchards, where six applications were usually made each growing season.

Pathways for exposure to DDT in soil include the ingestion of impacted soil, inhalation of airborne dust, skin absorption, ingestion of locally grown fruits and vegetables, and ingestion of mothers milk (WHO 1979). The importance of each pathway would depend on the characteristics and uses of each particular site.

APPENDIX C
SOLVENT LEAK LIST FOR THE CITY OF SAN JOSE

ALPHABETICAL LIST OF CASES IN SITE

MANAGEMENT GROUPED BY CITY

As of: 01/14/92

Site#	Case Name	Street Address	City/Zip	Status	Lead	RHOCB Staff
0214	CERTIFIED GARMENT AND LINEN SUPPLY	519 HORNING	SAN JOSE/CA/95112	INACTIVE	RHOCB	AJM
0250	CHEVRON FUEL TERMINAL # 100/272	1020 BERRYESSA RD.	SAN JOSE/CA/	ACTIVE	RHOCB	RCG
0253	FMC CORP., SAN JOSE ORDNANCE PLANT	333 JULIAN STREET	SAN JOSE/CA/95110	ACTIVE	RHOCB	MDG
0250	SEELEY ROAD PROPERTY	SEELEY RD.	SAN JOSE	CLOSED	RHOCB	
0251	ARCATA GRAPHICS	596 EAST TRIMBLE ROAD	SAN JOSE, CA. 95150	ACTIVE	RHOCB	RCG
0252	FMC CORP. PLANT 21	495 EAST BROOKH ROAD	SAN JOSE, CA	ACTIVE	RHOCB	STJ
0257	DAP, INC	520 MARBURG WAY	SAN JOSE/CA/94022	ACTIVE	RHOCB	SF6
0255	FAIRCHILD SEMICONDUCTOR CORP:BERNAL RD.	101 BERNAL ROAD	SAN JOSE/CA/95118	ACTIVE	RHOCB	WKB
0256	INTERNATIONAL BUSINESS MACHINES	5600 COTTLE ROAD	SAN JOSE/CA/95153	ACTIVE	RHOCB	WKE
0271	LORENTZ BARREL & DRUM CO.	1515 S. 10TH ST	SAN JOSE/CA/95112	ACTIVE	EPA	GMS
0273	MAGNEX CORPORATION	6850 SANTA TERESA BLVD	SAN JOSE/CA/95119	INACTIVE	RHOCB	SFE
0278	MICRO-METALLICS	1659 S. 1ST ST	SAN JOSE/CA/95112	ACTIVE	RHOCB	GMS
0101	QUNE CORP	2350 QUNE DR	SAN JOSE/CA/95131	CLOSED	RHOCB	
0107	SANTA CLARA CO. TRANS. DIST. - CHABOYA	2240 S. 7TH ST.	SAN JOSE/CA/95112	ACTIVE	RHOCB	GMS
0118	SOLVENT SERVICE	1021 BERRYESSA ROAD	SAN JOSE/CA/95133	ACTIVE	RHOCB	RCE
0137	YAN WATERS & ROGERS, INC.	2255 JUNCTION AVE.	SAN JOSE/CA/95131	ACTIVE	RHOCB	SFE
0154	FOXBORO/ICT	199 RIVER OAKS PARKWAY	SAN JOSE/CA/95134	INACTIVE	RHOCB	BHV
0156	HEWLETT-PACKARD: 350 W. TRIMBLE	350 WEST TRIMBLE ROAD	SAN JOSE/CA/95131	NOACTION	RHOCB	SFE
0161	RIVER PARK DEVEL. - LINCOLN PROPERTIES	PREVOST ST. & PARK AVE.	SAN JOSE/CA/95110	ACTIVE	RHOCB	WKE
0172	BRANDENBURG AND BUTTERS	153 WEST JULIAN STREET	SAN JOSE/CA/95110	ACTIVE	RHOCB	WKE
0182	M & M TIC INC., (MARTY FELDMAN)	640 NORTH NINTH ST.	SAN JOSE/CA/95112	INREVIEW	RHOCB	AJM
0183	LOUIS SMITH	1545 ALMADEN AVE.	SAN JOSE/CA/95110	ACTIVE	RHOCB	AJM
0185	BRUIN ELECTRONICS, INC.	1015 TIMOTHY DRIVE	SAN JOSE/CA/95133	NOACTION	RHOCB	SFE
0190	N. FIRST STREET (DARMEAD INVESTORS)	3901 NORTH FIRST STREET	SAN JOSE/CA/95134	ACTIVE	DOHS	
0194	KELLY-MOORE PAINT COMPANY, INC.	469 BLOSSOM HILL RD.	SAN JOSE/CA/95123	INREVIEW	RHOCB	WKE
0200	ARATEX (FORMERLY-RED STAR LAUNDRY)	920 CHESTNUT ST.	SAN JOSE/CA/95110	ACTIVE	RHOCB	WKE
0201	BERRYMAN PRODUCTS, INC. & AC LABEL COMPANY	350 NORTH MONTGOMERY ST.	SAN JOSE/CA/95110	ACTIVE	RHOCB	WKE
0204	KAISER DEVELOPMENT COMPANY	BLOSSOM HILL & BLOSSOM RIVER DR	SAN JOSE/CA	INACTIVE	RHOCB	WKE
0205	PACIFIC GAS & ELECTRIC COMPANY	550 LENZEN AVE.	SAN JOSE/CA/95126	NOACTION	RHOCB	SFE
0206	N. FIRST & BROOKH	N. FIRST & BROOKH	SAN JOSE/CA	INREVIEW	RHOCB	
0211	EDOLAB, INC.	640 LENFEST AVE.	SAN JOSE/CA/95155	INACTIVE	RHOCB	SFE

APPENDIX C

LIST OF SPECIAL STATUS SPECIES

Table 1. Special-status plant and animal species, their status, and potential occurrence on the proposed Greenline/Urban Growth area for San Jose, Santa Clara County, California.

NAME	*STATUS	HABITAT	POTENTIAL FOR OCCURRENCE IN GREENLINE STUDY AREA
Federal or State Endangered Species			
Tiburon Indian paint brush (<i>Castilleja affinis</i> ssp. <i>neglecta</i>)	FE, ST, CNPS 1B	Serpentine slopes; valley and foothill grassland; less than 1000 ft. in elevation.	Potential habit and may occur in the study area.
Santa Clara Valley dudleya (<i>Dudleya setchellii</i>)	FE, CNPS 1B	Serpentinitic rock outcrops and soils; valley and foothill grassland; 400 - 1000 ft.	Many populations occur in the study area.
California sea blite (<i>Sueda californica</i>)	FPE, 1B	Coastal salt marshes	Habitat is marginal, presumed absent.
Metcalf Canyon jewelflower (<i>Streptanthus albidus albidus</i>)	FE, 1B	Ultramafic valley and foothill grassland	Occurs at Metcalf Canyon
coyote ceanothus (<i>Ceanothus ferrisiae</i>)	FE, CNPS 1B	Serpentine soils; chaparral, coastal scrub, valley and foothill grassland; less than 1000 ft.	Potential habitat and likely to occur in the study area.
longhorn fairy shrimp (<i>Branchinecta longiantenna</i>)	FE	Vernal pools; clear to turbid water in grass-bottomed pools and clear-water sandstone depression pools.	Out of range and no known occurrences; presumed absent.
Vernal Pool Tadpole Shrimp (<i>Lepidurus packardii</i>)	FE	Vernal pools and swales containing clear to highly turbid water.	Out of range and no known occurrences; presumed absent.
Callippe Silverspot Butterfly (<i>Speyeria callippe callippe</i>)	FPE	Northern coastal scrub of the San Francisco peninsula, specifically <i>Viola pedunculata</i> .	Records east of Mt. Hamilton in the study area but no known extant populations in the study; presumed absent.
California Brown Pelican (<i>Pelecanus occidentalis californicus</i>)	FE, SE, SP	Estuarine, marine subtidal, and marine pelagic waters; nests on coastal islands.	No breeding habitat on site; outside of known breeding range. Regular fall visitor to salt ponds and estuaries.
Bald Eagle (<i>Haliaeetus leucocephalus</i>)	FT, SE, SP	Coast, rivers, large lakes; nests in large trees, usually near a permanent water source.	Not known to breed in Santa Clara County in recent years, but regional populations increasing. Might breed near larger reservoirs where it occurs in winter and migration.
American Peregrine Falcon (<i>Falco peregrinus anatum</i>)	FE, SE, SP	Forages in many habitats; requires cliffs for nesting.	Regular migrant and winter resident. Regional populations increasing might breed on cliffs in area.
California Clapper Rail (<i>Rallus longirostris obsoletus</i>)	FE, SE	Tidal salt marshes traversed by tidal sloughs; associated with cordgrass and pickleweed.	Suitable foraging and breeding habitat on site; known to be present in salt marshes of study area.
California Least Tern (<i>Sterna antillarum browni</i>)	FE, SE	Nests along the coast and in S. F. Bay on bare or sparsely vegetated, flat substrates.	Potentially suitable breeding habitat exists in salt ponds, regular in late summer and fall in south bay salt ponds.
Western Yellow-billed Cuckoo (<i>Coccyzus americanus occidentalis</i>)	SE	Breeds immature riparian woodlands in Central Valley and desert areas.	Formerly bred along Coyote Creek and other South Bay streams; a recent spring record in Alviso may be of this listed race; does not currently nest in the study area.
Willow Flycatcher (<i>Empidonax traillii</i>)	FSC, SE	Breeds locally in central valley and mountains.	Former breeder in study area; occurs during migration in riparian and shrubby habitats.
Least Bell's Vireo (<i>Vireo bellii pusillus</i>)	FE, SE	Low reiparian growth either in the vicinity of water or in dry parts of river bottoms.	Not currently breeding in the study area; however, a recent breeding record occurred just south of the study area. This species is recolonizing its former range and in southern California, the population is rapidly increasing.
Salt Marsh Harvest Mouse (<i>Reithrodontomys raviventris</i>)	FE, SE, SP	Pickleweed in saline emergent wetlands.	Present in South Bay salt marshes in study area.
San Joaquin Kit Fox (<i>Vulpes macrotis mutica</i>)	FE, ST	Desert alkali scrub and annual grasslands; may forage in adjacent agricultural habitats.	Outside of known range; presumed absent.

Table 1. Special-status plant and animal species, their status, and potential occurrence on the proposed Greenline/Urban Growth area for San Jose, Santa Clara County, California.

NAME	*STATUS	HABITAT	POTENTIAL FOR OCCURRENCE IN GREENLINE STUDY AREA
Federal or State Threatened Species			
Vernal Pool Fairy Shrimp (<i>Branchinecta lynchi</i>)	FT	Vernal pools; clear to tea-colored water in grass or mud-bottomed swales, basalt depression pools, or sandstone rock outcrops.	No known occurrences in study area; presumed absent.
Bay Checkerspot Butterfly (<i>Euphydryas editha bayensis</i>)	FT	Native grasslands on outcrops of serpentine soil.	Known to be present on serpentine grasslands within study area.
Winter-run Chinook Salmon (<i>Oncorhynchus tshawytscha</i>)	FE, SE	Found only in streams that reach the ocean; require shallow, partly shaded pools, riffles, and runs with temperatures <58° F for developing embryos.	No records of winter run Chinook salmon exist in the study area. Small numbers of this species occur as fall run and spring run in south San Francisco Bay, including lower Coyote Creek and Guadalupe River.
Steelhead Rainbow Trout (<i>Oncorhynchus mykiss</i>)	FT (Central Coast ESU)	Juvenile steelhead remain in freshwater streams for one to two seasons; adults utilize streams for spawning.	Known to occur in south San Francisco Bay, including lower Coyote Creek; presumed present.
Steelhead Rainbow Trout (<i>Oncorhynchus mykiss</i>)	FT (South Central Coast ESU)	Juvenile steelhead remain in freshwater streams for one to two seasons; adults utilize streams for spawning.	Known to occur in Pajaro River drainage. Occurs in main Llagas Creek up to the dam, Uvas Creek, Little Arthur Creek, Bod Fish Creek
Coho Salmon (<i>Oncorhynchus kisutch</i>)	FT (Central California Coast ESU)	Found only in streams that reach the ocean; redds require shallow, cold (<60° F) riffles or pools with beds of loose, silt-free gravel and well-shaded deep pools for juveniles.	Historical status unknown and no natural population for Guadalupe River and Coyote Creek. May occur in Uvas and Llagas Creeks and other parts of Pajaro River System although there is no recovery plan program in Santa Clara County.
Delta Smelt (<i>Hypomesus transpacificus</i>)	FT, ST	Estuaries.	Historical vagrant in south San Francisco Bay. Presumed absent
Sacramento Splittail (<i>Pogonichthys macrolepidotus</i>)	FPT	Primarily freshwater, but tolerates moderate salinity; mostly found in slow moving sections of rivers and sloughs.	Historical vagrant for south San Francisco Bay sloughs but outside of current range; presumed absent.
California Red-legged Frog (<i>Rana aurora draytoni</i>)	FT, SP, CSSC	Streams, freshwater pools and ponds with overhanging vegetation.	Occurs in study area in upper Calaveras Creek, upper Penitencia Creek, Joseph Grant Ranch, Isabel Creek, east of Anderson Reservoir, Henry Coe State Park, upper Coyote Creek, Little Arthur Creek, Upper Los Gatos Creek. Other locations likely.
Aleutian Canada Goose (<i>Branta canadensis leucopareia</i>)	FT	Inland pastures or grain fields, lakes, reservoirs, ponds, marshes; winters mainly in the Central Valley.	Rare winter visitor to bayside wetlands.
California Black Rail (<i>Laterallus jamaicensis coturniculus</i>)	FSC, ST	Tidal salt-marsh dominated by pickleweed; freshwater and brackish marshes.	Potentially occurs as a winter visitor to bayside marshes; not known to nest in the study area.
Western Snowy Plover (<i>Charadrius alexandrinus nivosus</i>)	FT, CSSC	Sandy beaches on marine and estuarine shores; levees in SF Bay.	Breeds on salt ponds and associated levees in the study area.
Swainson's Hawk (<i>Buteo swainsoni</i>)	ST	Forages in open grasslands and agricultural habitats.	Rare migrant in the study area.
Bank Swallow (<i>Riparia riparia</i>)	ST	Colonial nester on vertical banks or cliffs with fine-textured soils near water.	No suitable breeding habitat on site; rare transient but does not breed in the study area.
Federal or State Proposed Endangered or Threatened Species			

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NAME	*STATUS	HABITAT	POTENTIAL FOR OCCURRENCE IN GREENLINE STUDY AREA
Showy Indian clover (<i>Trifolium amoenum</i>)	PFE, CNPS 1B	Valley and foothill grassland; moist, heavy soils, disturbed areas, sometimes serpentine; < 330 ft	Potential suitable habitat exists on site; known only from a single locality.
Federal or State Candidate Species			
California Tiger Salamander (<i>Ambystoma californiense</i>)	FC, CSSC	Vernal or temporary pools in annual grasslands, or open stages of woodlands.	Occurs in many locations in southwest and southeast areas and other locations of study site.
Mountain Plover (<i>Charadrius montanus</i>)	FC, CSSC	Short grasslands and plowed fields.	No breeding in the study area. May occur as a rare migrant or winter visitor in agricultural fields.
Species of Special Concern			
Mt. Hamilton thistle (<i>Cirsium fontinale</i> var. <i>campylon</i>)	FSC, CNPS - 1B	Ultramafic seeps in valley and foothill woodland	Occurs in Metcalf Canyon, seeps near Lake Anderson, Silver Creek, and several other locations in the study area.
Mt. Hamilton coreopsis (Coreopsis hamilton)	FSC, CNPS - 1B	Dry exposed rocky slopes in foothill woodland	Known from only 10 occurrences in the Mt. Hamilton Range.
Santa Cruz manzanita <i>Arctostaphylos andersonii</i>	FSC CNPS 1B	broadleaf upland forests, chaparral, north coast coniferous forests openings, edges	Occurs in the Santa Cruz Mtns.
Gairdner's yampah <i>Perideridia gairdneri</i> ssp. <i>gairdneri</i>	FSC CNPS 4	broad-leaved upland forest, chaparral, valley and foothill grassland, vernal pools / mesic	Potential habitat exists in the study area
Mt. Diablo phacelia <i>Phacelia phacelioides</i>	FSC CNPS 1B	chaparral, cismontane woodland / rocky	Likely occurs in the study area
hooked popcorn-flower <i>Plagiobothrys uncinatus</i>	FSC CNPS 1B	chaparral (sandy), cismontane woodland, valley and foothill grassland	Potential habitat exists in the study area
rock sanicle <i>Sanicula saxatilis</i>	FSC CNPS 1B	broad-leaved upland forest, chaparral, valley and foothill grassland / rocky	Known from fewer than 15 sites. May occur in the study area.
Mt. Hamilton jewel-flower <i>Streptanthus callistus</i>	FSC CNPS 1B	chaparral, cismontane woodland	Rare in the Mt. Hamilton Range. Potential habitat exists in the study area
Delta tule pea <i>Lathyrus jepsonii</i> var. <i>jepsonii</i>	FSC CNPS 1B	marshes and swamps(freshwater and brackish)	Potential habitat exists in the study area
Hoover's button-celery <i>Eryngium aristulatum</i> var. <i>hooveri</i>	FSC CNPS 4	vernal pools	Potential habitat exists in the study area
clustered lady's-slipper <i>Cypripedium fasciculatum</i>	FSC CNPS 4	Lower montane coniferous forest, north coast coniferous forests / usually serpentine seeps and stream banks	Potential habitat exists in the study area
Brandegee's eriastrum <i>Eriastrum brandegeae</i>	FSC CNPS 1B	chaparral, cismontane woodland / volcanic	Potential habitat exists in the study area
Congdon's tarplant	FSC, CNPS - 1B	Alkaline soils in valley and foothill grassland, sumps, and disturbed sites where water collects.	Nearly extirpated from San Francisco Bay Area. Unlikely to occur on the study area.
Smooth lessingia (<i>Lessingia micradenia</i> var. <i>glabrata</i>)	FSC CNPS 1B	Thin, gravely serpentine soils, road cuts, chaparral; less than 1000 ft.	Occurs in serpentine habitats in study area.

Table 1. Special-status plant and animal species, their status, and potential occurrence on the proposed Greenline/Urban Growth area for San Jose, Santa Clara County, California.

NAME	*STATUS	HABITAT	POTENTIAL FOR OCCURRENCE IN GREENLINE STUDY AREA
Most beautiful jewelflower (<i>Streptanthus albidus</i> ssp. <i>peramoenus</i>)	FSC CNPS 1B	Serpentine soils; chaparral, valley and foothill grassland; 500 - 2500 ft.	Occurs in serpentine habitats in study area.
Fragrant fritillary (<i>Fritillaria lilacea</i>)	FSC CNPS 1B	Serpentine seeps; coastal prairie and scrub, valley and foothill grassland; less than 700 ft.	Occurs in seasonal drainage's within serpentine areas.
Santa Clara red ribbons (<i>Clarkia coccinea</i> ssp. <i>automixa</i>)	FSC CNPS 1B	Cismontane woodland, chaparral; on slopes and near drainages; < 4900 ft.	Occurs in the study area.
Hospital Canyon larkspur (<i>Delphinium californicum</i> ssp. <i>interius</i>)	FSC CNPS 1B	Cismontane woodland (mesic); 980-2600 ft.	Suitable habitat exists in the study area.
San Francisco wallflower (<i>Erysimum franciscanum</i>)	FSC CNPS 4	Coastal dunes, coastal scrub, valley and foothill grassland (often serpentine or granite); 0-1600 ft.	Suitable habitat exists in the study area.
Opler's Longhorn Moth (<i>Adella operella</i>)	FSC	Grasslands dense with wildflowers, particularly on serpentine soils.	Known to be present in the study area.
Unsilvered Fritillary Butterfly (<i>Speyeria adiastrum</i> <i>adiastrum</i>)	FSC	Redwood forest, broadleaf evergreen forest, riparian woodland in the Santa Cruz mountains.	Potential habitat on site; may occur in the study area.
Ricksecker's Water Scavenger Beetle (<i>Hydrochara rickseckeri</i>)	FSC	Freshwater ponds in coastal mountains.	Potential habitat on site; may occur in the study area.
Curved-foot Hygrotus Diving Beetle (<i>Hygrotus curvipes</i>)	FSC	Aquatic; known only from a shallow, muddy pool in Contra Costa County.	No current or historic records; presumed absent.
Mimic Tryonia (California Brackishwater Snail) (<i>Tryonia imitator</i>)	FSC	Coastal lagoons and salt marshes; able to withstand a wide range of salinity.	Occurs in the study area in the sloughs of South San Francisco Bay.
Pacific Lamprey (<i>Lampetra tridentata</i>)	FSC	Anadromous; ammocoetes larvae require quiet-water habitats with muddy bottoms.	Occurs in lower Coyote Creek. Likely occurs in other creeks in Santa Clara County.
Longfin Smelt (<i>Spirinchus thaleichthys</i>)	FSC	Salt or brackish water estuaries; spawn in fresh water, over sandy-gravel substrates, rocks, and aquatic plants.	Occurs as a seasonal vagrant in south San Francisco Bay.
Foothill Yellow-legged Frog (<i>Rana boylei</i>)	FSC, CSSC	Rocky streams in a variety of habitats. Found in coast ranges.	Occurs in several locations on site in the rocky streams in the Mt. Hamilton Range and the Santa Cruz Mountains
Western Pond Turtle (<i>Clemmys marmorata</i>)	FSC, CSSC	Permanent or nearly permanent slack or slow freshwater in a variety of habitats.	Occurs in small numbers in the upper watersheds of Coyote Creek and Guadalupe River, and notably in Silver Creek, Thompson Creek, near Calero Reservoir, near Anderson Reservoir, in parts of Los Gatos Creek and in other areas in the study area.
California Horned Lizard (<i>Phrynosoma coronatum frontale</i>)	FSC, CSSC	Frequents a wide variety of habitats; most common in lowlands along sandy washes with scattered low bushes.	Occurs in chaparral and Diablan coastal sage scrub of Santa Cruz and Mt. Hamilton Mountains.
Silvery Legless Lizard (<i>Anniella pulchra pulchra</i>)	FSC, CSSC	Sandy or loose loamy soil under the sparse vegetation of beaches, chaparral, or woodlands.	No known records for the south San Francisco Bay area; presumed absent.

Table 1. Special-status plant and animal species, their status, and potential occurrence on the proposed Greenline/Urban Growth area for San Jose, Santa Clara County, California.

NAME	*STATUS	HABITAT .	POTENTIAL FOR OCCURRENCE IN GREENLINE STUDY AREA
Common Loon (<i>Bavia immer</i>)	CSSC	Breeds in northern lakes, winters on lakes, estuaries , and open ocean.	Rare migrant and winter resident on salt ponds, percolation ponds, and reservoirs, does not breed in study area.
Double-crested Cormorant (<i>Phalacrocorax auritus</i>)	CSSC	Colonial nester on coastal cliffs, offshore islands, interior lake margins, and on electric transmission towers.. Feeds on fish.	One colony of breeders on towers in salt pond A-18 along Coyote Slough; nonbreeders occur commonly on salt ponds and lakes elsewhere.
American White Pelican (<i>Pelecanus erythrorhynchos</i>)	CSSC	Breeds at large inland lakes forages in ponds and lakes.,	Common migrant and winter resident in salt ponds and reservoirs; does not breed in the study area.
Least Bittern (<i>Ixobrychus exilis</i>)	CSSC	Breeds in marshes with dense emergent vegetation.	Rare visitor to the study area, but no breeding records.
White-faced Ibis (<i>Plegadis chihi</i>)	FSC, CSSC	Breeds primarily in tules in fresh water marshes, irrigated lands.	Rare breeder along Artesian Slough; rare migrant in wetlands elsewhere in study area.
Barrow's Goldeneye (<i>Bucephala islandica</i>)	CSSC	Breeds in northern lakes.	Uncommon and local migrant and winter resident on lakes and salt ponds, does not breed in the study area.
Osprey (<i>Pandion haliaetus</i>)	CSSC	Breeds in tall trees near rivers, lakes, and estuaries.	Regular migrant and winter visitor along streams and at lakes, regional populations increasing; potentially suitable breeding habitat present along Coyote Creek and at larger reservoirs, but not known to breed in the study area.
Northern Harrier (<i>Circus cyaneus</i>)	CSSC	Forages in open habitats; nests on ground in marshes and moist grasslands	Breeds in bayside marshes, less commonly in grasslands elsewhere in the study area.
Sharp-shinned Hawk (<i>Accipiter striatus</i>)	CSSC	Uses many habitats in winter and migration; nests in oak, conifer, and riparian forests.	Primarily a common migrant and winter visitor; Rare breeder in woodlands in the study area.
Cooper's Hawk (<i>Accipiter cooperi</i>)	CSSC	Uses many habitats in winter and migration; nests in a variety of woodland types.	Breeds sparsely in woodlands throughout the study area. Common in migration and winter
Ferruginous Hawk (<i>Buteo regalis</i>)	FSC, CSSC	Open grasslands, sagebrush flats, desert scrub, low foothills surrounding valleys.	Uncommon during migration and winter, primarily in grasslands, does not breed in study area.
Prairie Falcon (<i>Falco mexicanus</i>)	CSSC	Nests on cliffs, forages in grasslands.	Uncommon and local breeder in eastern part of study area; visitor to grasslands elsewhere.
Golden Eagle (<i>Aquila chrysaetos</i>)	CSSC	Uses many habitats for foraging; breeds in cliffs or in large trees or structures.	Uncommon and local breeder, primarily near grasslands.
Merlin (<i>Falco columbarius</i>)	CSSC	Uses many habitats in winter and migration.	Regular migrant and winter resident; does not breed in the study area.
Yellow Rail (<i>Coturnicops noveboracensis</i>)	CSSC	Nests in northern marshes	Formerly a rare winter visitor to Alviso marshes; may still rarely occur in migration and winter, but does not breed in the study area.
Long-billed Curlew (<i>Numenius americanus</i>)	CSSC	Breeds in northern marshes and grasslands.	Uncommon to common migrant and winter resident in bayside marshes and salt ponds, in grasslands, and agricultural fields on the valley floor; does not breed in the study area.
California Gull (<i>Larus californicus</i>)	CSSC	Breeds at lakes, forages in a variety of open habitats.	Nests in salt ponds in south S.F. Bay, forages in lakes, open fields, marshes, and landfills. Abundant throughout parts of the study area in migration and in winter.
Elegant Tern (<i>Sterna elegans</i>)	CSSC	Breeds on sandy coastal beaches, forages in a variety of coastal water.	Uncommon fall visitor to S. F. Bay salt ponds; does not breed in the study area.

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NAME	*STATUS	HABITAT	POTENTIAL FOR OCCURRENCE IN GREENLINE STUDY AREA
Black Tern (<i>Chlidenias niger</i>)	CSSC	Nests in northern freshwater marshes, forages over a variety of wetland types.	Uncommon migrant at ponds and lakes throughout study area, but does not breed in the study area.
Long-eared owl (<i>Asio otus</i>)	CSSC	Breeds in dense woodlands, foraging over open habitats.	Occurs rarely in the study area. Winter records for several locations in the study area. A rare breeder in woodlands in the general region.
Burrowing Owl (<i>Speotyto cunicularia</i>)	FSC, CSSC	Flat open habitats with little cover from woody vegetation.	Breeds in a number of locations in the study area, primarily at lower elevations.
Short-eared Owl (<i>Asio flammeus</i>)	CSSC	Tules or tall grass for nesting and daytime seclusion; forages in marshes and grasslands.	Possibly a rare breeder in salt marsh, uncommon in bayside marshes and grasslands in winter.
Black Swift (<i>Cypseloides niger</i>)	CSSC	Breeds on cliffs in coastal and mountainous areas, foraging over open areas.	Rare migrant in study area, but does not breed here.
Vaux's Swift (<i>Chaetura vauxi</i>)	CSSC	Breeds in north coast or mountains in coniferous forests and in chimneys.	Fairly common migrant; small numbers may breed in residential chimneys.
California Horned Lark (<i>Eremophila alpestris actia</i>)	FSC CSSC	Short grass prairie, coastal plains, open fields.	Primarily along ridges in Santa Cruz mountains and Mt. Hamilton Range.
Loggerhead Shrike (<i>Lanius ludovicianus</i>)	FSC	Nests in shrubs or dense trees, foraging in marshes, grasslands, and ruderal habitats.	Breeds in suitable habitat throughout the study area.
Purple Martin (<i>Progne subis</i>)	CSSC	Breeds in cavities, particularly in snags, foraging over open areas.	Probably does not breed in study area, occurring only as a rare migrant. Breeds near the county line at Loma Prieta.
California Yellow Warbler (<i>Dendroica petechia brewsteri</i>)	CSSC	Breeds in riparian woodland.	Breeds in riparian habitats throughout the study area.
Saltmarsh Common Yellowthroat (<i>Geothlypis trichas sinuosa</i>)	FSC, CSSC	Riparian habitats and fresh and salt water marshes; Breeding in dense tall grasses, tules, willows	Local breeder in marshes and wet meadows at several locations in the study area.
Yellow-breasted Chat (<i>Icteria virens</i>)	CSSC	Breeds in dense riparian habitats.	Rare breeder in willow-dominated riparian habitats in the study area.
Bell's Sage Sparrow (<i>Amphispiza belli belli</i>)	FSC, CSSC	Chaparral, preferably fairly dense or continuous.	No suitable habitat on site; presumed absent.
Alameda Song Sparrow (<i>Melospiza melodia pusillula</i>)	FSC, CSSC	Tidal saline and brackish marsh in S. F. Bay.	Common resident in tidal marshes in the study area in south S. F. Bay.
Tricolored Blackbird (<i>Agelaius tricolor</i>)	FSC, CSSC	Breeds near fresh water in dense emergent vegetation and tall grasses.	Local breeder in marshes and wet meadows at several locations in the study area.
Salt Marsh Vagrant (Wandering) Shrew (<i>Sorex vagrans halicoetes</i>)	FSC, CSSC	Tidal and non-tidal marsh 6-8 feet above sea level with abundant driftwood and pickleweed.	Occurs in New Chicago Marsh in Alviso District, and may occur in other salt marshes in the study area.
Yuma Myotis (<i>Myotis yumanensis</i>)	FSC	Wooded riparian areas and open water with nearby woodland areas.	Forages over many streams, ponds, lakes, and reservoirs in study area. Roosts in buildings and trees in the area.
Small-footed Myotis (<i>Myotis leibii</i>)	FSC	Arid woodlands near water; occasionally roosts under bark or rocky outcrops and crevices.	Likely occurs in small numbers in Mt. Hamilton Range.
Long-eared Myotis (<i>Myotis evotis</i>)	FSC	Woodlands, and forest; utilizes bark and in snags for roosting and nurseries.	Occurs in small numbers throughout study area near woodlands.

Table 1. Special-status plant and animal species, their status, and potential occurrence on the proposed Greenline/Urban Growth area for San Jose, Santa Clara County, California.

NAME	*STATUS	HABITAT	POTENTIAL FOR OCCURRENCE IN GREENLINE STUDY AREA
Fringed Myotis (<i>Myotis thysanodes</i>)	FSC	Occurs in wide variety of habitats, valley foothill hardwood and hardwood-conifer forests along the coast range mts..	Likely occurs in small numbers in oakwoodlands of Santa Cruz and Mt. Hamilton Mountains.
Long-legged Myotis (<i>Myotis volans</i>)	FSC	Woodlands and forests, chaparral, coastal scrub; utilizes trees for roosting and nurseries.	Occurs in small numbers in woodlands, brushlands, and forests of Santa Cruz and Mt. Hamilton Mountains.
Pacific Western Big-eared Bat (<i>Corynorhinus townsendii townsendii</i>)	FSC, CSSC	Roosts in buildings, caves, and mine tunnels in a variety of habitats.	Maternity roost at Almaden Quicksilver Park, possibly other sites in study area.
Pallid Bat (<i>Antrozous pallidus</i>)	CSSC	Forages over many habitats; roosts in building attics and walls, rocky crevices and caves.	Nursery colonies currently exist near Quimby Road and Alum Rock Park in study area. Potential habitat in many areas of study area.
California Mastiff Bat (<i>Eumops perotis californicus</i>)	FSC, CSSC	Forages over many habitats, requires tall cliffs or buildings for roosting.	Forages over Calero Reservoir and potentially many other areas on site; Presumed to roosting study area.
San Francisco Dusky-footed Woodrat (<i>Neotoma fuscipes annectens</i>)	FSC, CSSC	Hardwood forests and brushlands.	Occurs in the study area in the oak woodlands, primarily in foothills, and to a lesser extent, riparian with oaks and California bay on valley floor.
State Protected Species or CNPS Species			
Mexian mosquito fern (<i>Azolla mexicana</i>)	CNPS 4	cismontane woodland	Occurs in still ponds and pools throughout the study area.
Sharsmith's onion (<i>Allium sharsmithae</i>)	CNPS 1B	serpentine in cismontane woodland	Occurs in the Mt. Hamilton Range.
Brewer's calandrinia (<i>Calandrinia breweri</i>)	CNPS 4	coastal scrub/ disturbed sites, burns	Widespread in the study area but uncommon
Santa Cruz Mtns. pussypaws (<i>Calyptidium parryi</i> var. <i>hessea</i>)	CNPS 3	chaparral, cismontane woodland	Occurs in the Santa Cruz Mtns.
chaparral harebell (<i>Campanula exigua</i>)	CNPS 4	chaparral (rocky, usually serpentine)	Potential habitat exists in the study area.
Sharsmith's harebell (<i>Campanula sharsmithiae</i>)	CNPS 1B	chaparral (serpentine)	Known from only three sites in the region; may occur in the study area.
Tiburon buckwheat (<i>Eriogonum luteolum</i> var. <i>caninum</i>)	CNPS 3	chaparral, coastal prairie, valley and foothill grassland / serpentine	Potential habitat exists in the study area.
large-flower linanthus (<i>Linanthus grandiflorus</i>)	CNPS 4	coastal scrub, Closed-cone coniferous forest, cismontane woodland, coastal dunes, coastal prairie, coastal scrub, , valley and foothill grassland	Likely occurs in the study area.
arcuate bush mallow <i>Malacothamnus arcuatus</i>	CNPS 4	chaparral	Likely occurs in the study area.
Santa Cruz Mtns. beardtongue (<i>Penstemon rattanii</i> var. <i>kleei</i>)	CNPS 1B	chaparral, Lower montane coniferous forest, north coast coniferous forests	Likely occurs in the study area.
delta woolly-marbles (<i>Psilocarphus brevissimus</i> var. <i>multiflorus</i>)	CNPS 4	vernal pools	Likely occurs in vernal pools in the study area.
maple-leaved checkerbloom (<i>Sidalcea malachroides</i>)	CNPS 1B	broad-leaved upland forest, coastal prairie, north coast coniferous forests / often in disturbed areas	Likely occurs in the study area.

Table 1. Special-status plant and animal species, their status, and potential occurrence on the proposed Greenline/Urban Growth area for San Jose, Santa Clara County, California.

NAME	*STATUS	HABITAT	POTENTIAL FOR OCCURRENCE IN GREENLINE STUDY AREA
forget-me-not popcorn-flower (<i>Plagiobothrys myosotoides</i>)	CNPS 4	chaparral	Potential habitat exists in the study area.
marsh gumplant (<i>Grindelia stricta</i> var. <i>angustifolia</i>)	CNPS 4	coastal salt marshes	Occurs in the Alviso District in the study area.
big-scale balsamroot (<i>Balsamorhiza macrolepis</i> var. <i>macrolepis</i>)	CNPS 1B	Cismontane woodland, valley and foothill grassland (sometimes serpentine); < 4600 ft.	Potential suitable habitat exists in the study area.
Hall's bush mallow (<i>Malacothamnus hallii</i>)	CNPS 1B	coastal sage scrub, chaparral; less than 2000 ft.	Occurs on Diablan sage scrub habitat in the study area.
talus fritillary (<i>Fritillaria falcata</i>)	CNPS 1B	chaparral, cismontane woodland, lower montane coniferous forest; often on talus, serpentine; 980-3900 ft.	Potential suitable habitat exists the study area.
western leatherwood (<i>Dirca occidentalis</i>)	CNPS 1B	broad-leaved upland forest, closed-cone coniferous forest, chaparral, cismontane woodland, north coast coniferous forest, riparian forest and woodland/ mesic; 160-980 ft.	Potential suitable habitat exists in the study area in the Santa Cruz Mts.
rayless ragwort (<i>Senecio aphanactis</i>)	CNPS 2	cismontane woodland, coastal scrub (alkaline); <1300 ft.	Suitable habitat exists in the study area.
woolly-headed lessingia (<i>Lessingia hololeuca</i>)	CNPS 3	coastal scrub, lower montane coniferous forest, valley and foothill grassland; clay, serpentine; <1000 ft.	Suitable habitat exists in the study area.
Oakland star-tulip (<i>Calochortus umbellatus</i>)	CNPS 4	broad-leaved upland forest, chaparral, lower montane coniferous forest, valley and foothill grassland; often serpentine; 330-2300 ft.	Suitable habitat exists in the study area.
Brewer's clarkia (<i>Clarkia breweri</i>)	CNPS 4	chaparral, cismontane woodland, coastal scrub; often serpentine; <3300 ft.	Suitable habitat exists in the study area.
clay-loving buckwheat (<i>Eriogonum argillosum</i>)	CNPS 4	cismontane woodland; serpentine or clay; 490-2600 ft.	Suitable habitat exists in the study area.
Jepson's woolly sunflower (<i>Eriophyllum jepsonii</i>)	CNPS 4	chaparral, cismontane woodland, coastal scrub; sometimes serpentine; 650-3300 ft.	Suitable habitat exists in the study area.
Santa Clara thormmint (<i>Acanthomintha lanceolata</i>)	CNPS 4	chaparral. (serpentine), coastal scrub; <3900 ft.	Suitable habitat exists in the study area.
serpentine bedstraw (<i>Galium andrewsii</i> ssp. <i>gatense</i>)	CNPS 4	chaparral, cismontane woodland, lower montane coniferous forest; serpentine; 700-4700 ft.	Suitable habitat exists in the study area.
serpentine linanthus (<i>Linanthus ambiguus</i>)	CNPS 4	cismontane woodland, coastal scrub, valley and foothill grassland; usually serpentine; <3500 ft.	Suitable habitat exists in the study area.
Satan's goldenbush (<i>Isocoma menziesii</i> var. <i>diabolica</i>)	CNPS 4	cismontane woodland	Suitable habitat exists in the study area.
Lobb's aquatic buttercup (<i>Ranunculus lobbii</i>)	CNPS 4	cismontane woodland, north coast coniferous forest, valley and foothill grassland, vernal pools; mesic; <1000 ft.	Suitable habitat exists in the study area.
White-tailed Kite (<i>Elanus caeruleus</i>)	SP	grasslands and marshes, nesting in trees in or near these habitats.	Forages and breeds on site primarily in areas of the valley floor
ringtail (<i>Bassariscus astutus</i>)	SP	prefers riparian and heavily wooded habitats near water.	Suitable habitat is present in the riparian woodland and oak woodland habitats on site; occurs in the study area in many locations.

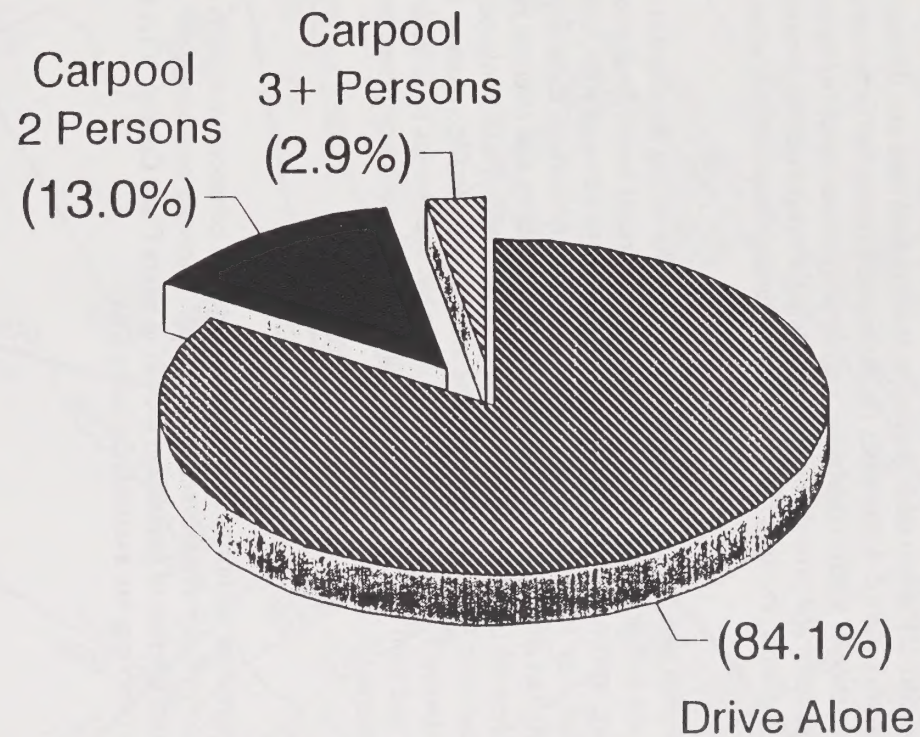
***SPECIAL STATUS SPECIES CODE DESIGNATIONS**

- FE = Federally listed Endangered
- FT = Federally listed Threatened
- SE = State listed Endangered
- ST = State listed Threatened
- FPE = Federally Proposed Endangered
- FPT = Federally Proposed Threatened
- FC = Federal Candidate. Sufficient biological information to support a proposal to list the species as Endangered or Threatened
- CSSC = California Species of Special Concern
- SP = State Protected Species
- FSC = Non-official federal list of species of concern (former Candidate Category 2)
- CNPS = California Native Plant Society
 - 1B = Plants rare, threatened, or endangered in California and elsewhere.
 - 2 = Plants rare, threatened, or endangered in California, but more common elsewhere
 - 3 = Plants about which we need more information - a review list
 - 4 = Plants of limited distribution - a watch list

APPENDIX D

TRANSPORTATION ANALYSIS

San Jose In-Vehicle Commuters Vehicle Occupancy



Source: MTC 1990 Census Working Paper #2:
Bay Area Travel and Mobility Characteristics, August 1992.

Vehicular Traffic Flow

Various transportation studies have previously focused on relatively small study areas describing the existing traffic volumes in downtown San Jose for example, or in the vicinity of a proposed development. However, there exists no comprehensive source of traffic data available that provides a current, complete, and consistent set of traffic volumes covering the entire city street system. The Metropolitan Transportation Commission (MTC) has a travel demand model that covers the entire Bay Area. Barton-Aschman Associates used MTC's model to simulate the recent PM peak-hour traffic volumes in San Jose by assigning MTC's existing PM trip table (based on existing land uses and demographic data) to the existing transportation system. Figure 2-4 illustrates the estimated existing traffic volumes on major roadways in San Jose. In the absence of traffic counts, the simulated volumes should adequately show existing PM peak-hour travel patterns and provide insight regarding the magnitude of demand that exists for various corridors. Where available, existing PM peak-hour volumes obtained from actual traffic counts are displayed.

An important factor influencing traffic operations is the time of day distribution of daily traffic volumes. In urbanized areas such as San Jose, traffic flow has definite trends based on temporal commute patterns. During the morning, traffic generally peaks on most roadways between 6:00 AM and 9:00 AM. The 1990 census revealed that over 30 percent of all Santa Clara County workers leave home beginning their travel to work between 7:00 AM and 8:00 AM. The shoulder hours before and after the peak hour had approximately 19 and 20 percent of workers leaving home, respectively. Traffic volumes during the AM peak hour generally ranged between 8 and 11 percent of the average daily traffic volumes. In the afternoon, traffic generally peaks between 3:00 PM and 7:00 PM. The peak hour varies by location but most frequently ends between 5:00 PM and 6:00 PM. The PM peak-hour volume usually comprised between 9 and 12 percent of the daily traffic volume.

Transit Usage

The Valley Transportation Authority (VTA) has reported 33 consecutive months of increasing system ridership. VTA reports that average weekday ridership is now approximately 185,000. Transit ridership is increasing faster than the rate of population growth in Santa Clara County. VTA has also expanded service hours so that transit services are available 24 hours a day.

'XXX' = Counted Volume

Figure 2-4a

San Jose General Plan - 2020



Figure 2-4b

Existing PM Peak-Hour Traffic Volumes

San Jose General Plan - 2020

(XXX) = Projected Volume

XXX = Counted Volume



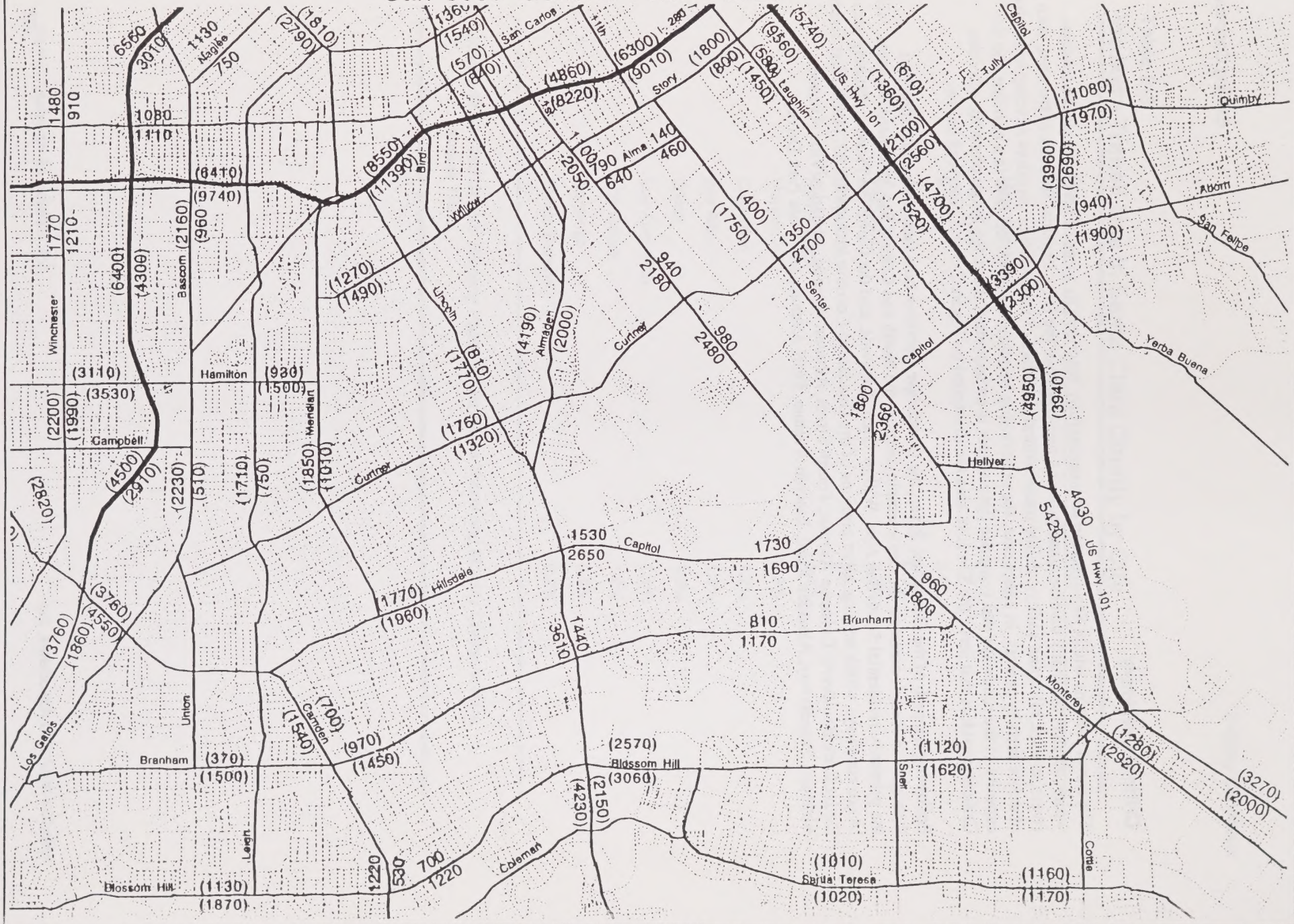
Existing PM Peak-Hour Traffic Volumes

(XXX) = Projected Volume

XXX = Counted Volume

Figure 2-4c

San Jose General Plan - 2020



Critical Corridors

The travel patterns within San Jose can be meaningfully described in terms of several critical corridors which connect the many diverse planning areas that comprise the City. Physical features of the area, such as rivers, creeks, hills, and valleys, define many natural corridors of travel. Other corridors develop in service of major activity centers. In either case, the relationship between the travel demand in a corridor and the capacity of the roadways that comprise the corridor is an important focus for future planning activities. Critical corridors that serve the San Jose area are illustrated on Figure 2-5 and described below.

Following the path of the Guadalupe River, the *Guadalupe Corridor* runs in a north-south direction through San Jose. It connects the dense employment in the North and Central San Jose planning areas, with the primarily residential South San Jose, Willow Glen, Edenvale, and the Cambrian/Pioneer planning areas. Major roadways which traverse all or portions of the Guadalupe Corridor include SR 87, North First Street, De La Cruz Boulevard, Coleman Avenue, Fourth Street, Autumn Avenue, Almaden/Vine Avenues, Almaden Expressway, Almaden Road, Lincoln Avenue, Pearl Avenue, and Vista Park Drive.

Table 2-3
Workers Transit Use in Santa Clara County by City

City	Percent
Mountain View	4.1%
San Jose	3.5%
Milpitas	3.0%
Campbell	2.5%
Palo Alto	2.5%
Sunnyvale	2.5%
Santa Clara	2.4%
Morgan Hill	2.3%
Cupertino	1.7%
Los Altos	1.4%
Gilroy	1.3%
Los Altos Hills	1.2%
Los Gatos	1.2%
Saratoga	0.9%
Monte Sereno	0.2%

Source: MTC 1990 Census Working Paper #2: Bay Area Travel and Mobility Characteristics,
 August 1992.

GREENLINE TRAFFIC ANALYSIS

Prepared for

David J. Powers & Associates

Prepared by

Barton-Aschman Associates, Inc.

PARSONS TRANSPORTATION GROUP

February 16, 1998

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1.

Introduction

The proposed project is the establishment of a Greenline/Urban Growth Boundary (UGB) that identifies the ultimate limit for the extension of urban services and the expansion of urban development within the City of San Jose. At the present time, the *San Jose 2020 General Plan* provides general guidance for an ultimate urban development sufficient to accommodate approximately 332,000 dwelling units and 444,000 jobs. The full development potential of the General Plan will be realized within the land area encompassed by the Greenline/Urban Growth Boundary. The adoption of the Greenline/Urban Growth Boundary will not increase or diminish the existing and planned supply of land available for urbanization under the *San Jose 2020 General Plan*.

Implementation of the General Plan through the year 2010 with a Greenline/Urban Growth Boundary will result in the same forecasted level of service for the planned transportation system as would be expected from implementing the same General Plan without the Greenline/Urban Growth Boundary.

With this policy document in place, consideration of specific development applications would occur as subsequent actions. At such time as a specific development is proposed, the city will require a detailed specific traffic study. A study will be required if the project does not satisfy one of the following conditions: (1) 15 or fewer single-family detached dwelling units, (2) 25 or fewer single-family attached dwelling units, (3) 5,000 s.f. or less of retail or commercial building, (4) 10,000 s.f. or less of office building, or (5) 30,000 s.f. or less of industrial building. Projects in the Central Business District are exempt from the Level of Service Policy and may not require a near-term, detailed traffic analysis. However, a near-term traffic analysis may be required by the Congestion Management Agency. The specific traffic study done at that time will assess project impacts and recommend mitigation measures.

The transportation analysis begins with a review of existing travel conditions. The reported levels of existing congestion indicate potential areas that may require mitigation when project-specific proposals are made.

The forecasted level of service for the planned transportation system is described in chapter 3. The analysis reports for each Planning Area, as well as for the remainder of the County, the projected vehicle miles traveled (VMT), vehicle hours traveled (VHT) and average speeds. Also, the projected level of congestion has been analyzed and is described using PM peak hour traffic volumes across screenlines.

Study Procedure

The City of San Jose currently maintains a TRANPLAN-based PM peak-hour transportation planning model encompassing all of the city limits and the remainder of Santa Clara County (although in somewhat less detail). This TRANPLAN model was modified to forecast PM peak-hour traffic circulation on the horizon year roadway network based on the traffic generated planned development associated with the 2020 General Plan and the Greenline/UGB. The transportation system in the horizon year includes the completion of planned highway improvement projects and LRT additions/improvements.

The TRANPLAN model output is aggregated into 23 planning areas—15 within San Jose's Sphere of Influence, and 8 comprising the remainder of Santa Clara County. A map showing the planning areas is presented on Figure 1-1. The analysis results are also aggregated by facility types: freeways, expressways, and streets. The long term traffic analysis uses various system performance measures including vehicle miles of travel, vehicle hours of travel, average travel speeds, and tabulations of volume-to-capacity ratios across screenlines to report and evaluate projected congestion and level of service.

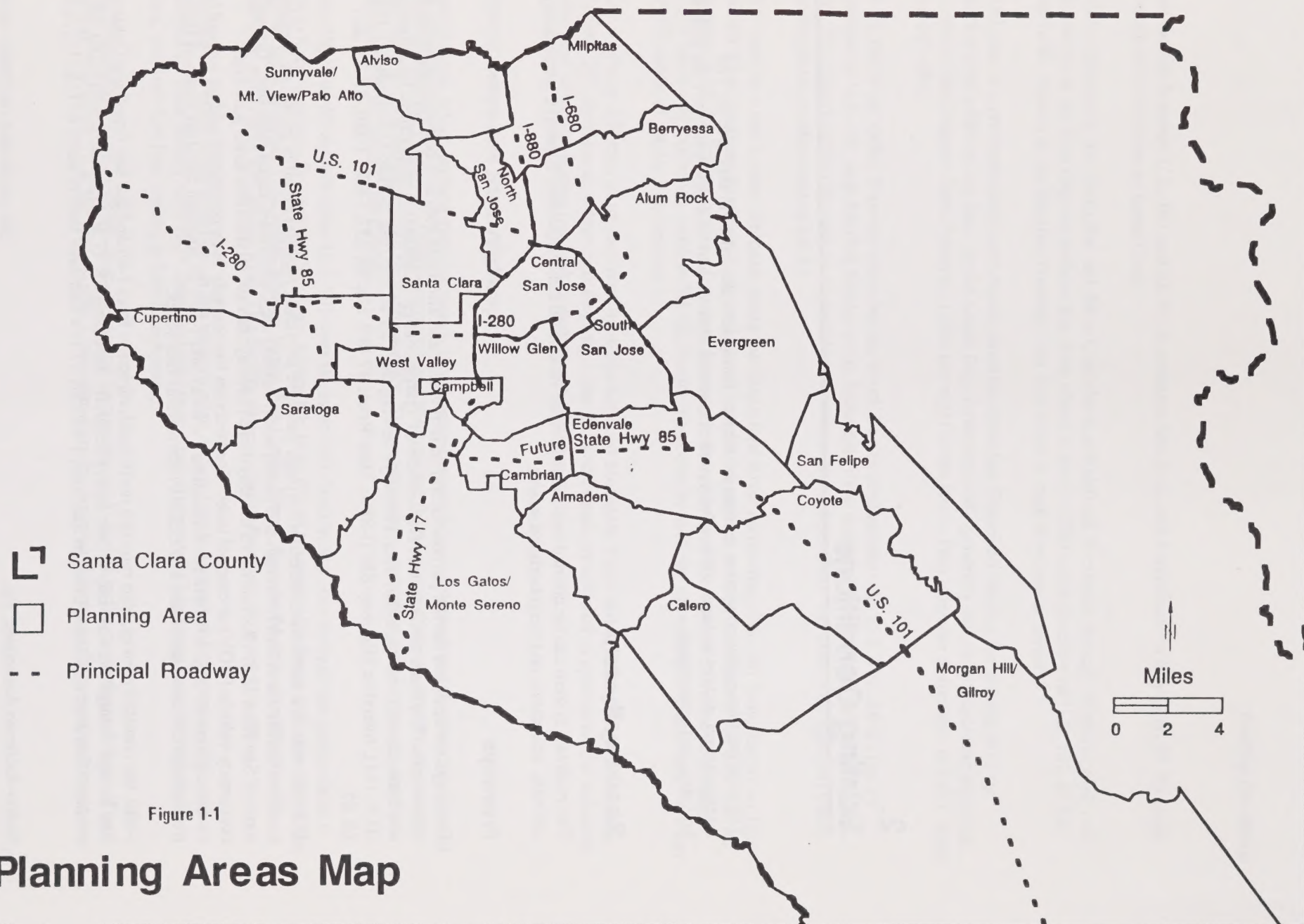


Figure 1-1

Planning Areas Map

2.

Existing Conditions

The existing transportation system serving the City of San Jose is described in this section. The transportation system includes the roadway network, transit system, and trails and pathways for pedestrians, bicycles, and equestrians.

Roadway System

The roadway system can be divided into the following functional classifications: freeways, expressways, arterials, collectors, and neighborhood streets.

Freeways

Freeways are designed for the purpose of traffic movement and eliminate conflicts between opposing traffic movements. The State of California Department of Transportation (Caltrans) is responsible for constructing and maintaining these state facilities. Freeways serving the City of San Jose include U.S. Highway 101 (U.S. 101), Interstate Highway 880 (I-880), State Route 17 (SR 17), SR 237, I-680, I-280, SR 85, and SR 87.

U.S. 101 runs in a north/south direction through San Jose providing regional mobility from Los Angeles in southern California to San Francisco and points north beyond the California-Oregon state line. Through most of San Jose, U.S. 101, known as the Bayshore Freeway, has six mixed-flow lanes plus high-occupancy vehicle (HOV) or carpool lanes. Construction has recently been completed adding carpool lanes on the segment of U.S. 101 between Guadalupe Parkway and I-280. In southern San Jose south of Bernal Road, the HOV lanes terminate and U.S. 101 narrows to four lanes.

I-880, the Nimitz Freeway, also runs in a north/south direction from I-80 and the San Francisco-Oakland Bay Bridge through the East Bay to San Jose, eventually becoming SR 17 at its junction with I-280. *SR 17* connects San Jose and Santa Cruz. In San Jose, I-880/SR 17 is a four-lane facility north of U.S. 101, a six-

lane facility between U.S. 101 and SR 85 in southern San Jose, and a four-lane facility from SR 85 south through the mountains to Santa Cruz.

I-680 originates in the North Bay at I-80 in Cordelia near Fairfield. It extends through Walnut Creek and Pleasanton in the East Bay and ends in San Jose where it meets I-280 at the junction of U.S. 101. In San Jose I-680, known as the Sinclair Freeway, has four lanes in each direction of travel.

I-280 runs in a predominately north/south direction from San Francisco through the peninsula to its junction with I-680 in San Jose. In the South Bay, however, I-280 generally runs in an east/west direction. Known as the Junipero Serra Freeway, I-280 has eight to ten lanes. Two lanes are designated as HOV lanes west of I-880.

SR 85, the West Valley Freeway encircles the South Bay in conjunction with U.S. 101. SR 85 has its terminals at U.S. 101 near Moffett Boulevard in Mountain View and near Bernal Road in southern San Jose. This four-lane facility runs in an east/west direction through southern San Jose with light rail transit running in the median east of SR 87.

SR 87 runs in a north/south direction along the Guadalupe River connecting U.S. 101 in northern San Jose with SR 85 in southern San Jose. Light rail transit runs in the median between downtown San Jose and its terminus at SR 85. Presently it is a four-lane freeway in the vicinity of Downtown San Jose beginning at Taylor Street and extending south to SR 85. Future plans also include the upgrading of Guadalupe Parkway (SR 87) north of Taylor to a freeway.

State Highway 237 runs in an east/west direction between Mountain View and Milpitas. Within San Jose, Highway 237 operates as a four-lane freeway. Carpools and busses are allowed to operate on the shoulder in the peak direction during the peak commute periods.

Expressways and State Highways

Expressways, which include state highways, also primarily serve to move through traffic providing limited access to abutting properties. Grade-separated interchanges are found at some intersecting streets, while other intersections are controlled by traffic signals. The expressways, excluding state highways, are the responsibility of Santa Clara County.

State Highway 82 extends from U.S. 101 near Blossom Hill Road in San Jose through the peninsula to I-280 in San Francisco. In southern San Jose, it parallels U.S. 101 as Monterey Highway into downtown San Jose where it becomes First Street, Market Street, San Carlos Street, Autumn/Montgomery Streets, The Alameda, and finally El Camino Real. The facility varies between four and six lanes in width.

Running in a north/south direction on the western edge of San Jose is *Lawrence Expressway*. This heavily traveled six-lane facility with HOV lanes extends from State Highway 237 in Sunnyvale, through Santa Clara, and into San Jose ending at Saratoga Avenue.

San Tomas Expressway extends from Montague Expressway at U.S. 101 in the north through Santa Clara and San Jose to SR 17 in the south where it becomes Camden Avenue. *Montague Expressway* turns to run

in a primarily east/west direction from U.S. 101 through Santa Clara and San Jose to I-680. These roadways are six to eight lanes wide with the right-most lanes designated as HOV lanes.

Central Expressway, a four-lane facility, runs in an east/west direction through northern Mountain View, Sunnyvale, Santa Clara, and San Jose. It ends in San Jose at Trimble Road/De La Cruz Boulevard near San Jose International Airport.

Almaden Expressway connects southern San Jose and the Almaden Valley with Downtown San Jose. This six-lane expressway ends at Alma Avenue where it becomes a one-way couplet on Vine Street and Almaden Avenue.

Serving primarily residential uses in southern and eastern San Jose, *Capitol Expressway* extends eastward from Hillsdale Avenue at Almaden Expressway. After crossing U.S. 101, Capitol Expressway turns northward running through eastern San Jose and ends at I-680 in the Alum Rock area.

Southwest Expressway is a four-lane roadway following a rail and utility corridor from I-280 in a southwesterly direction to Bascom Avenue.

Other Roadways

San Jose is also served by a network of arterial, collector, and neighborhood streets. Arterial streets function with the main purpose of serving through traffic not served by expressways or freeways. Secondly, arterials also provide access to abutting properties. Collector streets serve the internal traffic movements within an area and connect with arterial streets. Collector streets provide access to adjacent land rather than serving through traffic. Neighborhood streets are designed solely to provide access to abutting properties. The City of San Jose is responsible for the construction and maintenance of these local roadways.

High-Occupancy Vehicle (HOV) Lanes

Several roadways in the San Jose area include lanes designated for carpools and buses. These HOV lanes are usually operational between 5:00 AM and 9:00 AM during the morning commute period and between 3:00 PM and 7:00 PM during the evening commute period. During off-peak periods, the HOV lanes become general mixed-flow lanes. Carpools are defined as having two or more persons per vehicle.

Transit System

The transit system serving the City of San Jose consists of light-rail and bus service provided by the Valley Transportation Authority (VTA), and commuter rail service provided by CalTrain.

VTA operates 74 bus routes (approximately 55 lines within San Jose) covering nearly 2,500 miles of roadway and over 4,600 stops with a total active fleet of more than 450 vehicles. During weekday commute hours, approximately 375 buses are deployed. During these peak periods, 15- to 30-minute headways are common. During off-peak periods and weekends, service is trimmed with bus headways averaging between 30 and 60 minutes. VTA also operates express bus service with limited stops linking

residential areas of San Jose with major industrial centers.

Light rail service is also operated by VTA. Light rail lines function on the surface street level making use of overhead electrical cables to provide power to the rail cars. Light rail service extends from the Santa Teresa and Almaden residential areas of southern San Jose following in the median of SR 85 and SR 87 into downtown San Jose. Within downtown, light rail vehicles traverse eastbound and westbound on San Carlos, northbound on First, and southbound on Second Street. Light rail lines then continue northward on First Street past the Civic Center and into the industrial areas of northern San Jose turning westward at Tasman Drive and ending near Great America Amusement Park in Santa Clara. The 20-mile route includes a total of 33 stations (30 stations in San Jose). Service is provided seven days a week with 10-minute headways during weekday commute periods, and 15-minute headways during off-peak periods and weekends.

CalTrain Peninsula Rail Service provides commuter rail service between San Francisco, the Peninsula, and the South Bay. Service has recently been extended to include Morgan Hill and Gilroy in southern Santa Clara County during weekday commute periods. Four CalTrain stations serve San Jose—San Jose Diridon Station, located near West San Fernando Street west of the downtown area; Tamien, located at Alma Avenue and Lick Avenue; Capital, located near the junction of Capitol Expressway and Monterey Road, and Blossom Hill, located at Monterey Highway and Ford Road, near Blossom Hill Road. Caltrain is operated by the Peninsula Corridor Joint Powers Board and AMTRAK in cooperation with the San Mateo County Transit District (Sam Trans), Santa Clara County Transit District (County Transit) and San Francisco Municipal Railway (Muni). During weekday commute periods, train headways vary between 15 and 30 minutes. Trains operate at one-hour headways during off-peak periods on weekdays and one- to two-hour headways during nights and weekends.

Transfers between different modes of transportation and connections between bus lines are provided at several multimodal stations and transit centers within San Jose. The Downtown Transit Mall, located on the one-way couplet of First and Second Streets, provides connections between light rail transit and over 15 bus lines. The transit mall is specifically designed for high pedestrian use. The roadways traversing the transit mall carry little through traffic, primarily functioning to serve transit and service vehicles. One lane on each street is reserved exclusively for buses, leaving a single lane in each direction for general purpose mixed-flow traffic. Connections between light-rail transit and Caltrain are provided at the Tamien Station, in south-central San Jose. Three bus routes also serve this multimodal station. In eastern San Jose, the Eastridge Transit Center provides a convenient transfer point for 12 bus routes.

VTA also provides park-n-ride lots for commuters to promote public transit and ride sharing. The VTA provides 33 park-n-ride lots in Santa Clara County—more than any other transit district in Northern California. Within San Jose, commuters can form carpools or vanpools or access public transit at 20 park-n-ride lots.

RIDES for Bay Area Commuters, a non-profit organization, assists commuters in forming carpools and vanpools by providing callers with a computerized list of people who travel to the same work location. Carpools allow commuters to rotate driving responsibilities, share commute costs, and save time by using carpool lanes where provided. Vans are available to groups of 10 to 15 commuters who share the costs while the driver rides free.

Trails and Pathways

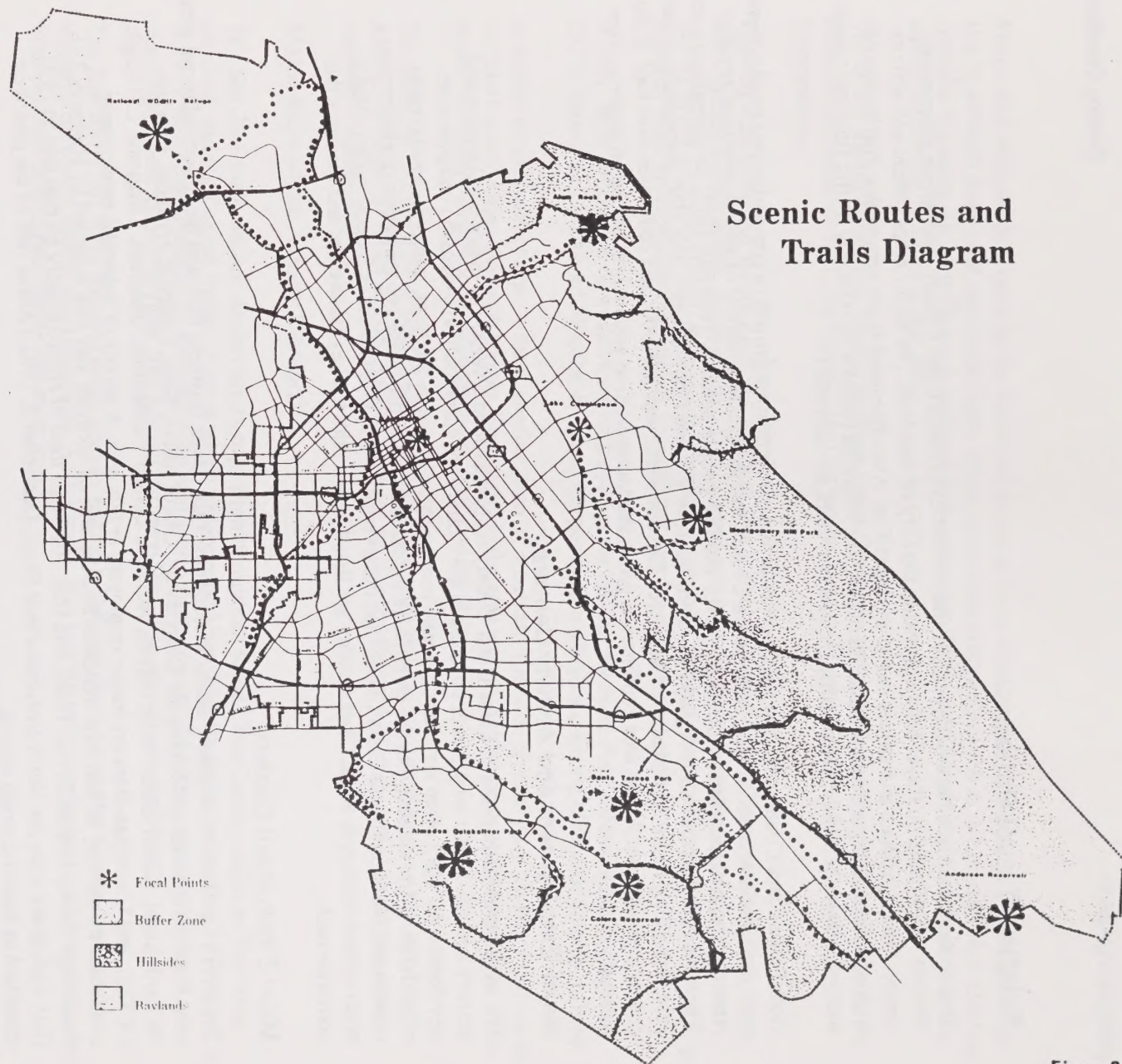
The system of trails and pathways serving the City of San Jose provide recreational opportunities for joggers, hikers, equestrians, and bicyclists. The trail system links developed urban areas of San Jose with the nearby regional parks and open spaces. Figure 2-1 shows the scenic routes and trails within the San Jose Sphere of Influence.

Besides the recreational benefits, bikeway facilities offer residents an alternate means of transportation to and from work, school, and other destinations. Currently, about 70 of the 2,100 miles of City streets are designated bikeways. However, the bicycle lanes are not integrated to form a bikeway system. The City of San Jose has developed a Comprehensive Bicycle Master Plan. The plan aims toward the ultimate goal of creating a bikeway system that will make bicycle travel safe, direct and convenient. Increased health and fitness of residents, improved air quality, and a more cost-effective use of the existing transportation system are among the potential benefits sought from the bicycle program.

Legend

- San Jose Sphere of Influence
- Trails and Pathways Corridors
- Landscaped Throughways
- Rural Scenic Corridors

- * Focal Points
- Buffer Zone
- ▨ Hillsides
- ▨ Ravlands



Source: Land Use Transportation
Diagram, City of San Jose
California, June 1985

Figure 2-1

Existing Travel Patterns

This section describes the existing travel characteristics in Santa Clara County, and where appropriate focuses specifically on travel behavior within the City of San Jose. The major employment and activity centers which produce and attract traffic are identified. Also discussed is the geographic distribution of trips and the existing mode split characteristics. The resulting patterns of vehicular traffic flow and transit usage are described and critical transportation corridors are identified.

Both Santa Clara County and San Jose have experienced significant growth in population and employment over the last eight years. In fact, Santa Clara County had the greatest number of new residents of any Bay Area county, with population growing by over 100,000 people between 1990 and 1995, an increase of over 7 percent. The City of San Jose plays an important role in Santa Clara County. The 1995 population of San Jose, according to the Association of Bay Area Governments, was 879,900; and comprises over half of the county's population. As the area continues to grow, the transportation system will be placed under an ever-increasing burden.

Major Employment and Activity Centers

The existing travel patterns in Santa Clara County revolve around a variety of major employment and activity centers. Major employment centers in the County are commonly low-density, campus-style developments. They often serve as corporate headquarters, research facilities, and/or industrial parks related directly or indirectly to the electronics industries. Due to the dense concentration of electronics companies, Northern Santa Clara County has deservedly earned a reputation as Silicon Valley. Major employment centers in Santa Clara County are listed below with the key businesses and facilities that comprise each.

Major Employment Centers

The *North San Jose* employment center includes the Oak Creek Business Park and the office/industrial area near North First Street and Montague Expressway. Cisco, Altera, Sony, Cadence, Hyundai, Hewlett-Packard, Loral, Kaiser Electronics, Fujitsu, Amdahl, Conner Peripherals, Quantum, Lifeguard, LSI Logic, OCTEL, and Ungerman-Bass are major employers in this area. A survey of industrial employment conducted by the City of San Jose indicated that the area of northern San Jose bounded by Highway 237, Guadalupe River, Coyote Creek, I-880, and U.S. 101 had a total of approximately 69,600 jobs in 1992. (See *Deficiency Plan for North San Jose-Final Draft*, December 4, 1992.) About half of the jobs were classified as manufacturing related.

The *San Jose Civic Center* is located on North First Street approximately one mile north of downtown San Jose. San Jose City Hall, Santa Clara County Administration, Courthouse and Jail are among the community facilities that employ workers in this center.

Located in southern San Jose near Santa Teresa Boulevard and Cottle Road, IBM, Santa Teresa Hospital and many other companies employ a significant number of workers within the *Edenvale Redevelopment Area*.

Many work trips are generated by the *Oakmead Business Park*, located near Central Expressway and U.S. 101 in northern Sunnyvale and Santa Clara. Major electronics companies such as Advanced Micro Devices, Amdahl, Signetics, Hewlett-Packard, National Semiconductor, Intel, and Unisys have main head quarters and/or supporting facilities in this area.

The *Great America Business Area* in northern Santa Clara contains a diversity of uses including the Great America Amusement Park, the Santa Clara Convention Center, Mission College, ROLM and Xidex Corporations.

Located near I-280 and Wolfe Road in Cupertino, the *Vallco Industrial Park* is home to Hewlett-Packard, and Tandem Corporations. Additionally, Apple Computers occupies a large campus-style development nearby in the Cupertino CBD. Adjacent this major employment center is the Vallco shopping center, a large regional retail development that attracts a significant number of non-work trips.

A fairly large proportion of workers are employed at the *Moffett Business Park* located north of Highway 237 in Sunnyvale. Lockheed Missiles & Space Corporation and ESL are among the major employers here.

A variety of uses attract trips to the *Shoreline Area* of Mountain View. Noteworthy are Moffett Field Naval Air Station and Ames Research Center. Employers in the area include SUN Microsystems, and Ford Aerospace. Shoreline Amphitheater also generates traffic in the area.

The *Stanford Research Park* located near Stanford University and the Stanford Shopping Center in Palo Alto is the center of much activity. Employers such as Hewlett-Packard, Varian, and Syntex draw a large number of commute trips.

Major Mixed-Use Activity Centers

The *San Jose International Airport* draws trips from throughout Santa Clara County, adjacent Bay Area counties, and the Central Valley. Airport traffic has increased significantly since the opening of Terminal A in 1991 with future projections showing continued increases in activity. Clustered around the airport are many hotels and related services. The Airport Business Park also attracts commute trips.

The *San Jose CBD* is the focus of much activity related to the San Jose Convention Center, numerous theaters, museums, hotels, and restaurants. Additionally, San Jose State University and a significant amount of downtown office space create commute trips.

Many activity centers include a mix of retail and office space. Major developments include: the Valley Fair Shopping Center, Town & Country Shopping Center, Oakridge Shopping Center, Eastridge Shopping Center, Sunnyvale Town Center, and the San Antonio Shopping Center/Old Mill Redevelopment.

Geographic Distribution of Trips

The growing imbalance and displacement between jobs and housing within the Bay Area has caused the proportion of workers who commute to jobs outside their county of residence to increase. Studies conducted in conjunction with the U.S. Census have shown that in Santa Clara County between 1980 and 1990, the number of intercounty commuters grew by more than 60 percent compared to an increase of less than 20 percent for intracounty commuters.

The number of workers in-commuting to fill jobs in Santa Clara County is much greater than the number of Santa Clara County residents out-commuting to jobs in other counties. The 1990 Census data showed that approximately 89 percent of Santa Clara County employed residents worked in Santa Clara County in 1990. San Mateo and Alameda Counties has the next largest number of commuters from Santa Clara County with 4 and 3 percent, respectively. Table 2-1 gives a detailed breakdown of the counties where the 1990 Census reported that Santa Clara County residents are employed. In the other direction, approximately 83 percent of the jobs in Santa Clara County in 1990 were filled by Santa Clara County residents. Workers from Alameda, San Mateo, and Santa Cruz Counties fill about 6, 5, and 2 percent of the jobs, respectively. Table 2-2 lists the county origins of commuters to jobs in Santa Clara County.

The 1990 Census long form questioned respondents about the length of their commute trip. Figure 2-2 shows the distribution of travel times for San Jose travelers to work. Relatively few San Jose travelers reach their work place in less than 10 minutes. Over 60 percent had commute times less than 30 minutes, and about 85 percent had commute times less than 45 minutes. The average travel time to work was 25.5 minutes.

Table 2-1
Where Santa Clara County Employed Residents Work

County of Work	Number of Workers	Percent
Santa Clara	710,400	89.2%
San Mateo	32,000	4.0%
Alameda	24,300	3.0%
Contra Costa	10,800	1.4%
San Francisco	7,600	1.0%
Santa Cruz	3,500	0.4%
Monterey	1,100	0.1%
San Benito	800	0.1%
Marin	400	0.1%
Sacramento	400	0.1%
Other	5,300	0.7%
Total Workers	796,600	100.0%

Source: MTC 1990 Census Working Papers #3 and #4.

Table 2-2
Who Commutes to Jobs in Santa Clara County

County of Residence	Number of Workers	Percent
Santa Clara	710,400	83.1%
Alameda	52,400	6.1%
San Mateo	43,000	5.0%
Santa Cruz	17,700	2.1%
San Francisco	7,900	0.9%
Contra Costa	5,900	0.7%
San Benito	3,800	0.4%
Stanislaus	3,600	0.4%
San Joaquin	3,400	0.4%
Monterey	2,400	0.3%
Sacramento	1,200	0.1%
Solano *	1,000	0.1%
Other	1,750	0.2%
Total	854,450	100.0%

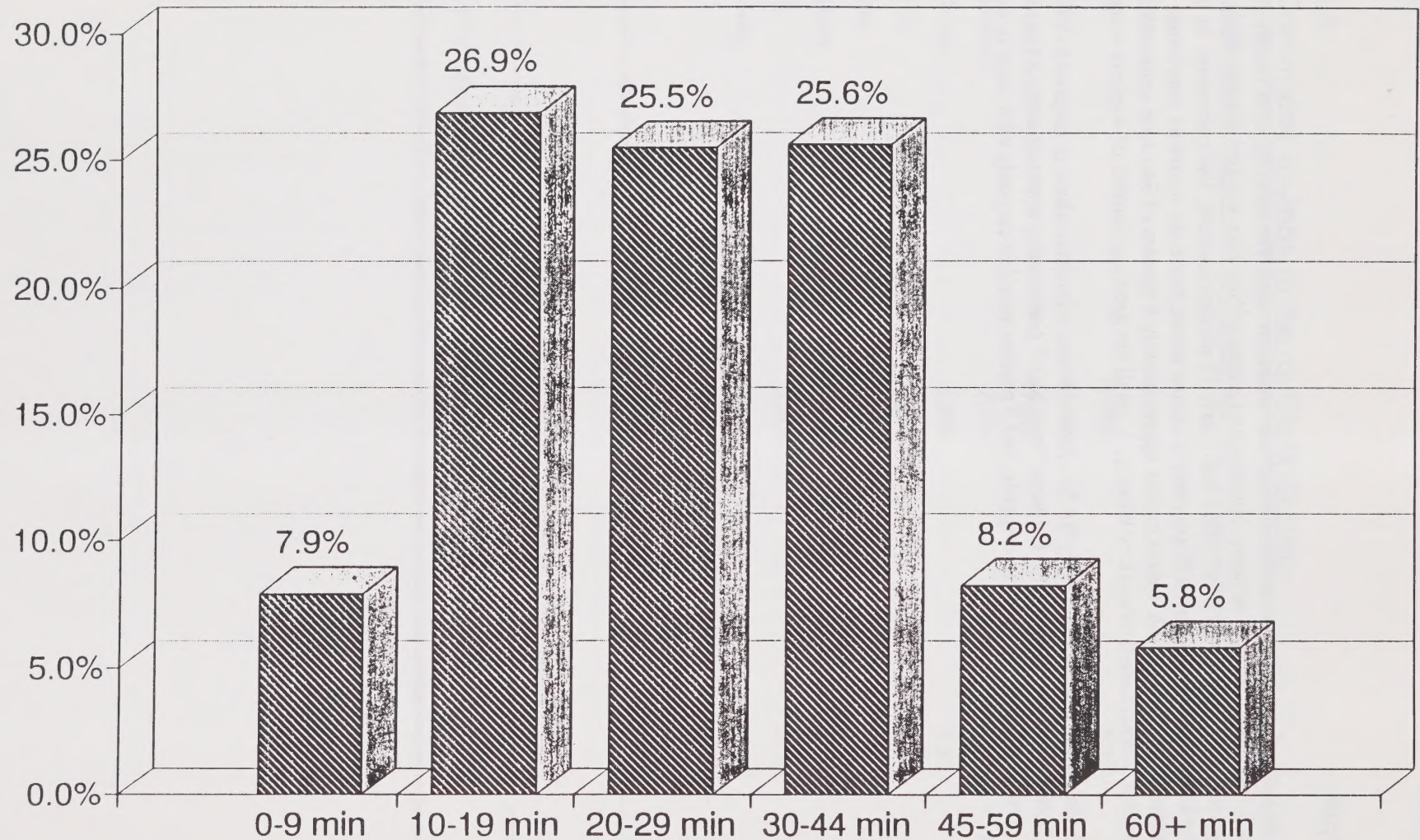
Source: MTC 1990 Census Working Papers #3 and #4.

Mode Split

Travelers to work choose from a variety of modes of transportation. The most popular means of transportation to work is privately owned vehicles. Ninety-one percent of San Jose workers drive to their jobs—approximately 76 percent drive alone and nearly 15 percent carpool. The percentage of Santa Clara County workers who drive to work (90 percent) is almost equal; however, a smaller percentage of workers carpool, about 12 percent. Public transit carries approximately 4 percent of San Jose workers to their jobs. A few San Jose workers walk to work or bicycle. A small but growing number of workers work at home.

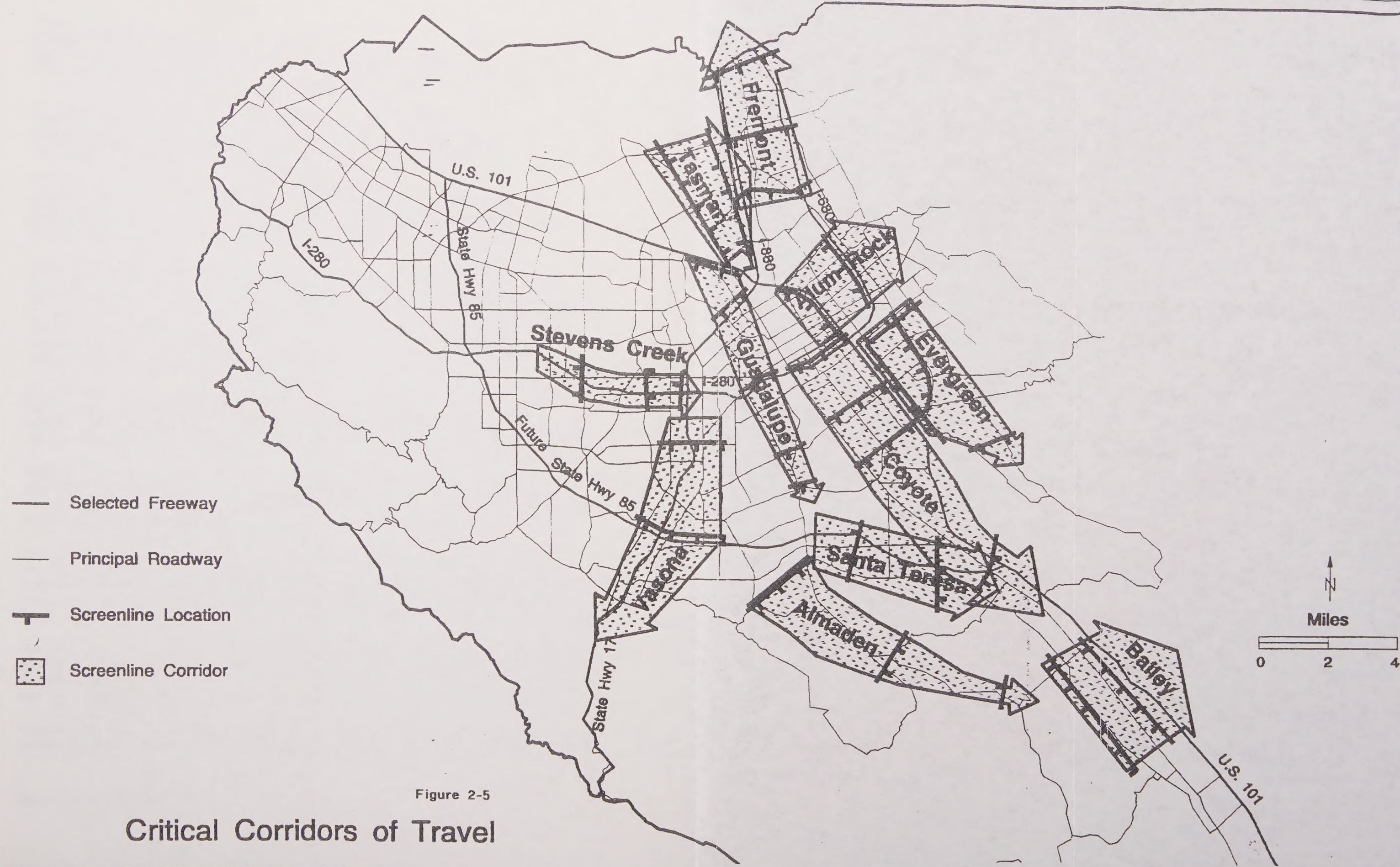
Figure 2-3 illustrates vehicle occupancy for San Jose workers who drive alone or carpool to work, including both drivers and passengers. Of these "in-vehicle" commuters, approximately 84 percent drive alone, 13 percent travel in two-person carpools, and 3 percent travel in carpools with three or more occupants.

San Jose Travelers to Work Commute Times



Source: MTC 1990 Census Working Paper #2:
Bay Area Travel and Mobility Characteristics, August 1992.

Figure 2-2



The *Coyote Corridor* extends from Central San Jose southward through the South San Jose, Edenvale, and Coyote planning areas. Roughly defined by the Coyote Valley, the corridor includes U.S. 101 and Monterey Highway/South First Street and all streets between including Second Street, Third Street, Seventh Street, Tenth Street, Eleventh Street, McLaughlin Avenue, Senter Road, and Santa Teresa Boulevard.

The *Vasona Corridor* runs between Central San Jose and the Town of Los Gatos. The corridor also serves residents of the West Valley, Willow Glen, and Cambrian/Pioneer planning areas. State Route 17 is the prime facility traversing the corridor. Other parallel routes include Winchester Boulevard, Bascom Avenue, Los Gatos Boulevard, Southwest Expressway, Union Avenue, and Leigh Avenue.

The *Stevens Creek Corridor* runs in an east/west direction through the Central and West Valley planning areas of San Jose and into the Cities of Santa Clara, Sunnyvale, and Cupertino. Stevens Creek Boulevard/San Carlos Street, I-280, Moorpark Avenue, Hedding Street/Pruneridge Avenue, and Forest Avenue are among the major roadways in this corridor.

Commuters between Central San Jose and the Alum Rock and Berryessa planning areas utilize the *Alum Rock Corridor*. This east/west corridor includes Santa Clara Street/Alum Rock Avenue, Julian Street/McKee Road, San Antonio Street, Taylor Street/Mabury Road, and Hedding Street/Berryessa Road.

The hills on either side of the Almaden Valley physically define a critical corridor of travel into the Almaden and Calero planning areas. The *Almaden Corridor* contains Almaden Expressway, Camden Avenue, Meridian Avenue, Almaden Road, and McKean Road.

The *Evergreen Corridor* serves to connect the Evergreen and San Felipe planning areas with other areas in San Jose. Running in a northwest/southeast general direction, the major roadways that comprise this corridor include Story Road, Ocala Avenue, Cunningham Drive, Tully Road, Quimby Road, Aborn Road, Silver Creek Road, Yerba Buena Road, San Felipe Road/White Road, King Road, and Capitol Expressway.

Intercounty mobility is provided by the *Fremont Corridor*, which connects San Jose, Milpitas, and other South Bay cities with Fremont and other cities in Alameda County. Travel in this currently congested corridor is via I-880, I-680, Milpitas Boulevard, Main Street, Abel Street, Capitol Avenue, McCarthy Boulevard, and Park Victoria Boulevard.

The *Tasman Corridor* is primarily used by residents of the Berryessa planning area, the City of Milpitas, and Alameda County who work in the dense employment area called the "Golden Triangle" (the area bounded by I-880, U.S. 101, and SR 237, which contains portions of the North San Jose planning area). This east/west corridor includes SR 237, Tasman Drive, Montague Expressway, Trimble Road, and Brokaw Road.

The *Santa Teresa Corridor* runs in an east/west direction along the Santa Teresa Ridge providing internal circulation in the Edenvale planing area and an important connection between the Guadalupe and Coyote Corridors in southern San Jose. Roadways in this corridor include Santa Teresa Boulevard, Calero Avenue, SR 85, and Blossom Hill Road.

Located in the Coyote planning area, the *Bailey Corridor* runs in an east/west direction between U.S. 101 and McKean Road, connecting the Almaden and Coyote corridors. Presently, only one interchange with

U.S. 101 exists in this area at Scheller Avenue providing access to a landfill. A new interchange at Bailey Avenue is assumed to be included in all future scenarios and an additional interchange at Palm Avenue is assumed to be constructed under future Scenario 4 to support the additional development proposed in the Coyote Urban Reserve. Other parallel routes in the corridor include Emado Avenue, Laguna Avenue, and Richmond Avenue.

Existing Congestion

The transportation system serving the residents and workers of San Jose has predictable patterns of congestion during the peak commute periods. This section describes the reoccurring queues that form on freeway segments and identifies key intersections on the expressway and local street network that routinely operate under oversaturated conditions.

Freeways

Floating car studies conducted by Caltrans indicates that 50 directional miles of freeway in Santa Clara County are congested for 15 minutes or more on a typical weekday (Caltrans *1991 Traffic Performance of Bay Area Freeway System*). Congestion is defined as “stop-and-go” conditions where the average speed is less than 35 miles per hour. Such congestion is responsible for an estimated 10,440 vehicle hours of delay in Santa Clara County each day.

Some of the worst areas of congestion during the AM commute period include:

- SR 17 Northbound from SR 9 to Lark Avenue,
- SR 85 Northbound from Homestead Road to U.S. 101
- SR 87 Northbound from I-280 to Santa Clara Street,
- SR 237 Eastbound and Westbound from U.S. 101 to I-680,
- U.S. 101 Northbound from Capitol Expressway to SR 87,
- U.S. 101 Southbound from San Mateo County Line to Shoreline Boulevard,
- I-280 Northbound from Leland Avenue to Stevens Creek Boulevard,
- I-280 Southbound from Lawrence Expressway to Saratoga Avenue, and
- I-880 Northbound from SR 82 to Brokaw Road.

During the PM commute period, stop-and-go conditions are common on the following freeway segments:

- SR 17 Southbound from I-280 to Hamilton Avenue,
- SR 87 Southbound from Alma Avenue to Almaden Expressway,
- SR 237 Eastbound and Westbound from U.S. 101 to I-680,
- U.S. 101 Southbound from Lawrence Expressway to Tully Road,
- U.S. 101 Northbound from San Antonio Road to Oregon Expressway,
- I-280 Southbound from Wolfe Road to Saratoga Avenue,
- I-280 Southbound from Moorpark Avenue to Seventh Street,
- I-280 Northbound from Meridian Avenue to Winchester Boulevard,
- I-880 Southbound from Montague Expressway to Coleman Avenue, and
- I-880 Northbound from Montague Expressway to Alameda County Line.

Intersections

County expressways and local streets experience backups primarily due to congestion at signalized intersections. The City of San Jose maintains an inventory of existing traffic volumes and lane geometries at key intersections from which levels of service are calculated. Figure 2-6 shows the San Jose intersections that operate at Level of Service (LOS) D or below during the peak hours. Notable congestion exists on several county expressways—Almaden, San Tomas, and Lawrence Expressways all have multiple intersections at LOS E and F. Additionally, severe congestion is present at all intersections on SR 237 in San Jose. Arterial streets with several problem intersections include Brokaw Road, Winchester Boulevard, Bascom Avenue, Leigh Avenue, Meridian Avenue, and Lincoln Avenue.

San Jose General Plan 1980

Figure 2-6a

Figure 2-6a

This map illustrates the road network in the San Jose area. Key features include:

- Major Highways:** US Hwy 101 runs diagonally from the top right towards the bottom right. US Hwy 101 also runs vertically on the right side of the map.
- Streets:** Numerous streets are labeled, including Winchester, Bascom, Mendocino, Union, Lehigh, Blossom Hill, Coleman, Santa Teresa, Snell, Cotter, Hillside, Currier, Alma, Story, McLaughlin, F. Tully, Quimby, Aborn, San Felipe, Yerba Buena, and Hellyer.
- Landmarks:** The map shows various landmarks such as the San Jose City Center, the San Jose Convention Center, and the San Jose Airport.
- Orientation:** The map is oriented with North at the top.

Figure 2-6b

Existing Intersection Level of Service

San Jose General Plan - 2020

- Level of Service D
- ▲ Levels of Service E and F



Figure 2-6c

3.

Long-Term Traffic Analysis

This chapter reports the long-term (year 2010) cumulative traffic impacts associated with the proposed establishment of a Greenline/Urban Growth Boundary that identifies the ultimate limit for the extension of urban services and the expansion of urban development within the City of San Jose. The Greenline/Urban Growth Boundary will be established by amending the text and the Land Use/Transportation Diagram of the *San Jose 2020 General Plan*.

At the present time, the *San Jose 2020 General Plan* provides general guidance for an ultimate urban development sufficient to accommodate approximately 639,000 dwelling units and 1,108,750 jobs. The full development potential of the General Plan will be realized within the land area encompassed by the Greenline/Urban Growth Boundary. The adoption of the Greenline/Urban Growth Boundary will not increase or diminish the existing and planned supply of land available for urbanization under the *San Jose 2020 General Plan*.

Because the implementation of the General Plan through the year 2010 with a Greenline/Urban Growth Boundary will result in the same forecasted level of service for the planned transportation system as would be expected from implementing the same General Plan without the Greenline/Urban Growth Boundary, the traffic analysis presented in this chapter differs from the standard “with project” versus “no project” style of traffic study. Instead, this traffic study reports the projected performance of the transportation system for the purpose of establishing a quantitative analysis baseline.

The forecasted level of service for the planned transportation system is described below for each Planning Area, as well as for the remainder of the County, in terms of changes in vehicle miles traveled (VMT), vehicle hours traveled (VHT) and average speeds. Also, the projected level of congestion has been analyzed and is described using PM peak hour traffic volumes across screenlines.

Vehicle Miles Traveled

The year 2010 PM peak-hour vehicle miles traveled (VMT) projected to occur under the Greenline/UGB policy is presented in Table 3.1. Projected VMT is reported for freeways, expressways, and streets and further stratified geographically using the City of San Jose's Planning Areas. Projected VMT is also reported for the geographic area within San Jose's Sphere of Influence, and for the remaining outlying parts of Santa Clara County. A grand total is reported for the entire county.

The vehicle miles traveled statistic states the magnitude of vehicle traffic that is served during the PM peak hour by the roadway system. It is calculated by multiplying the forecast volume on each modeled roadway segment by segment length in miles.

Table 3.1
Vehicle Miles Traveled

Planning Area	Freeways	Expressways	Streets	Total
Alviso	27,278.6	890.9	3,185.5	31,355.0
No. SJ	96,350.9	12,709.5	72,925.2	181,985.6
Central SJ	124,066.6	3,502.4	104,658.0	232,227.0
W Valley	139,734.2	28,401.8	107,215.9	275,351.9
Willow Glen	41,217.2	8,962.0	61,385.8	111,565.0
So. SJ	49,112.7	28,161.1	30,280.6	107,554.4
Berryessa	42,812.8	2,818.9	41,286.7	86,918.4
Alum Rock	49,604.7	10,556.6	53,582.7	113,744.0
Evergreen	7,403.5	8,858.5	39,902.4	56,164.4
Edenvale	65,802.8	20,823.2	60,028.3	146,654.3
Cambrian	47,164.6	13,367.3	46,692.8	107,224.7
Almaden	0.0	17,932.7	11,284.2	29,216.9
Calero	0.0	427.2	303.9	731.1
Coyote	31,612.2	18,559.9	7,566.1	57,738.2
San Felipe	0.0	0.0	551.8	551.8
San Jose Sphere	525,537.3	138,022.9	259,308.1	922,868.3
Rest of County	16,102.3	0.0	0.0	16,102.3
Entire County	1,263,800.4	313,994.9	900,158.0	2,477,953.3

In general, land development within a planning area will add trips and increase VMT in that planning area. However, depending on the characteristics of the trips being added, there may be increases or decreases in VMT in other planning areas. Placing jobs in a predominately residential planning area or housing in a predominately commercial/industrial planning area may decrease commute distances with a resulting slight decrease in VMT. Conversely, adding housing to a predominately residential planning area or adding jobs to a predominately commercial/industrial planning area generally increases VMT. If the additional trips must travel in the peak direction of a heavily traveled traffic corridor, there will be an additional increase in VMT as trips divert from more desirable shorter routes, which are congested, to longer less congested alternative routes.

VMT is a good measure of the added travel that will occur in conjunction with future land development proposals. Development proposals for sites outside of the Greenline/UGB will show significant

increases in VMT when compared to the baseline VMT projections shown in Table 3.1. When used in conjunction with other measures of travel, VMT can also help in forecasting changes in overall roadway congestion and travel delay.

Vehicle Hours Traveled

Vehicle Hours of Travel (VHT) is a second fundamental measure of travel demand and transportation system performance. VHT reports the magnitude of vehicle traffic, in terms of time consumed, during the PM peak hour on the roadway system. It is calculated by multiplying the forecast volume on each modeled roadway segment by the time required to traverse the segment.

As with VMT, it is generally true that land development within a planning area will add trips and increase VHT in that planning area. However, depending on the characteristics of the trips being added, there may be increases or decreases in VHT in other planning areas. Placing jobs in a predominately residential planning area or housing in a predominately commercial/industrial planning area may decrease commute distances and therefore decrease travel time, with a resulting slight decrease in VHT. Conversely, adding housing to a predominately residential planning area or adding jobs to a predominately commercial/industrial planning area generally increases VHT. If the additional trips must travel in the peak direction in a heavily traveled traffic corridor, there will be an additional increase in VHT as trips either take longer due to increased delays caused by congestion, or divert from shorter but more congested routes to longer but less congested routes.

VHT is the best measure of the additional time that will be consumed in travel in conjunction with future land development proposals. Development proposals for sites outside of the Greenline/UGB will show significant increases in VHT when compared to the baseline VHT projections shown in Table 3.2. When used in conjunction with other measures of travel, VHT can also help in forecasting changes in overall roadway congestion and travel delay.

Derived Average Speeds

The speed that can be driven is one of the clearest measures of level of service. The projected average speeds, shown in Table 3.3, are derived by dividing the data in Tables 3.1 by the values in Table 3.2. Changes in average speeds usually indicate increases or decreases in traffic congestion. As traffic congestion increases delays increase and average speeds drop.

Development proposals for sites outside of the Greenline/UGB may show significant changes in average operating speeds when compared to the baseline projections of average speeds shown in Table 3.3. The average operating speeds are a very direct measure of overall roadway performance and level of service.

Table 3.2
Vehicle Hours Traveled

Planning Area	Freeways	Expressways	Streets	Total
Alviso	589.6	51.4	116.3	757.3
No. SJ	2,273.0	419.4	2,711.0	5,403.4
Central SJ	2,706.5	86.3	3,429.6	6,222.4
W Valley	3,094.2	760.0	3,532.7	7,386.9
Willow Glen	894.3	230.8	2,011.4	3,136.5
So. SJ	1,083.4	686.1	958.0	2,727.5
Berryessa	930.3	110.9	1,357.1	2,398.3
Alum Rock	1,037.6	290.5	1,708.8	3,036.9
Evergreen	157.3	243.7	1,347.0	1,748.0
Edenvale	1,351.6	474.4	1,896.7	3,722.7
Cambrian	1,014.4	364.5	1,499.7	2,878.6
Almaden	0.0	461.7	371.6	833.3
Calero	0.0	9.5	8.7	18.2
Coyote	600.2	415.9	258.1	1,274.2
San Felipe	0.0	0.0	22.5	22.5
San Jose Sphere	13,602.5	4,350.5	10,354.4	28,307.4
Rest of County	1,955.2	0.0	0.0	1,955.2
Entire County	31,290.1	8,955.6	31,583.6	71,829.3

Table 3.3
Derived Average Speeds

Planning Area	Freeways	Expressways	Streets	Total
Alviso	46.3	17.3	27.4	41.4
No. SJ	42.4	30.3	26.9	33.7
Central SJ	45.8	40.6	30.5	37.3
W Valley	45.2	37.4	30.3	37.3
Willow Glen	46.1	38.8	30.5	35.6
So. SJ	45.3	41.0	31.6	39.4
Berryessa	46.0	25.4	30.4	36.2
Alum Rock	47.8	36.3	31.4	37.5
Evergreen	47.1	36.4	29.6	32.1
Edenvale	48.7	43.9	31.6	39.4
Cambrian	46.5	36.7	31.1	37.2
Almaden	N.A.	38.8	30.4	35.1
Calero	N.A.	45.0	34.9	40.2
Coyote	52.7	44.6	29.3	45.3
San Felipe	N.A.	N.A.	24.5	24.5
San Jose Sphere	38.6	31.7	25.0	32.6
Rest of County	8.2	N.A.	N.A.	8.2
Entire County	40.4	35.1	28.5	34.5

Corridor Screenline Volume-to-Capacity Ratio

More than thirty screenlines have been delineated for use in comparing the projected 2010 PM peak hour traffic volumes with the planned roadway capacity. This ratio provides a clear method for assessing how future land development proposals will affect congestion at various strategic locations throughout Santa Clara County. The locations of the screenlines that were analyzed are depicted in Figure 3-1. A summary of the screenline analysis is presented in Table 3.4.

Table 3.4
Comparison of Screenline Volume-to-Capacity Ratios

Screenline				
#	Location	Limits	V/C	LOS
1	West of I-880	Dixon Landing to Old Bayshore	0.798	C
2	West of I-880	Bascom to U.S. 101	0.924	E
3	West of Lick Mill/De La Cruz	CA-237 to Charcot	0.745	C
4	West of Zanker	Nortech to Brokaw	0.858	D
5	East of I-680	Berryessa to Capitol Exp	0.836	D
6	South of I-280/680	McLaughlin to Capitol Exp	0.664	B
7	South of I-280	Meridian to Eleventh	0.660	B
8	North of Phelan/Ocala	Senter to Capitol Exp	0.766	C
9	North of Tully	Senter to Capitol Exp	0.755	C
10	North of Curtner	Meridian to Tenth	0.734	C
11	North of Foxworthy/Hillsdale	Meridian to Monterey	0.674	B
12	East of U.S. 101	Story to Yerba Buena	0.757	C
13	South of Montague Exp	U.S. 101 to Old Oakland	0.875	D
14	South of Charcot	U.S. 101 to Old Oakland	0.846	D
15	West of I-880/CA-17	Hedding to Moorpark	0.794	C
16	West of CA-17	Hamilton to Main	0.599	A
17	North of Hedding	Park to Fourth	0.899	D
18	North of Taylor/Naglee	Park to Fourth	0.894	D
19	West of I-680	Dixon Landing to Capitol Ave	0.816	D
20	South of CA-85	Almaden Exp to WB Blossom Hill to EBC	0.784	C
21	West of McCarthy/O'Toole	CA-237 to Old Bayshore	0.904	E
22	North of Montague Exp	First to Main	0.691	B
23	South of Tasman	First to Main	0.629	B
24	North of Tasman	First to Abel	0.570	A
25	South of San Mateo Cnty border	I-280 to U.S. 101	0.971	E
26	South of Dixon Landing	McCarthy to I-680	0.592	A
27	Dumbarton Bridge	Dumbarton Bridge to Dumbarton Bridge	1.110	F
28	West of I-880	Tenth to Dixon Landing	0.661	B
29	West of I-680	McKee to San Antonio	0.520	A
30	South of Hostetter/ Murphy/Brokaw	Old Oakland to	0.487	A
31	North of McKee	U.S. 101 to Toyon	0.676	B

Four screenlines, #2 (west of I-880 between Bascom and U.S. 101), #21 (west of McCarthy/O'Toole between CA-237 and Old Bayshore), #25 (south of San Mateo County border between I-280 and U.S. 101), and #27 (Dumbarton Bridge), have projected volume-to-capacity ratios of 0.90 or higher. The projected level of service across these screenlines would exceed the City of San Jose's D standard. However, each of these "problem" screenlines is a historically congested location, and the projected future congestion is not caused by the adoption of the Greenline/UGB policy.

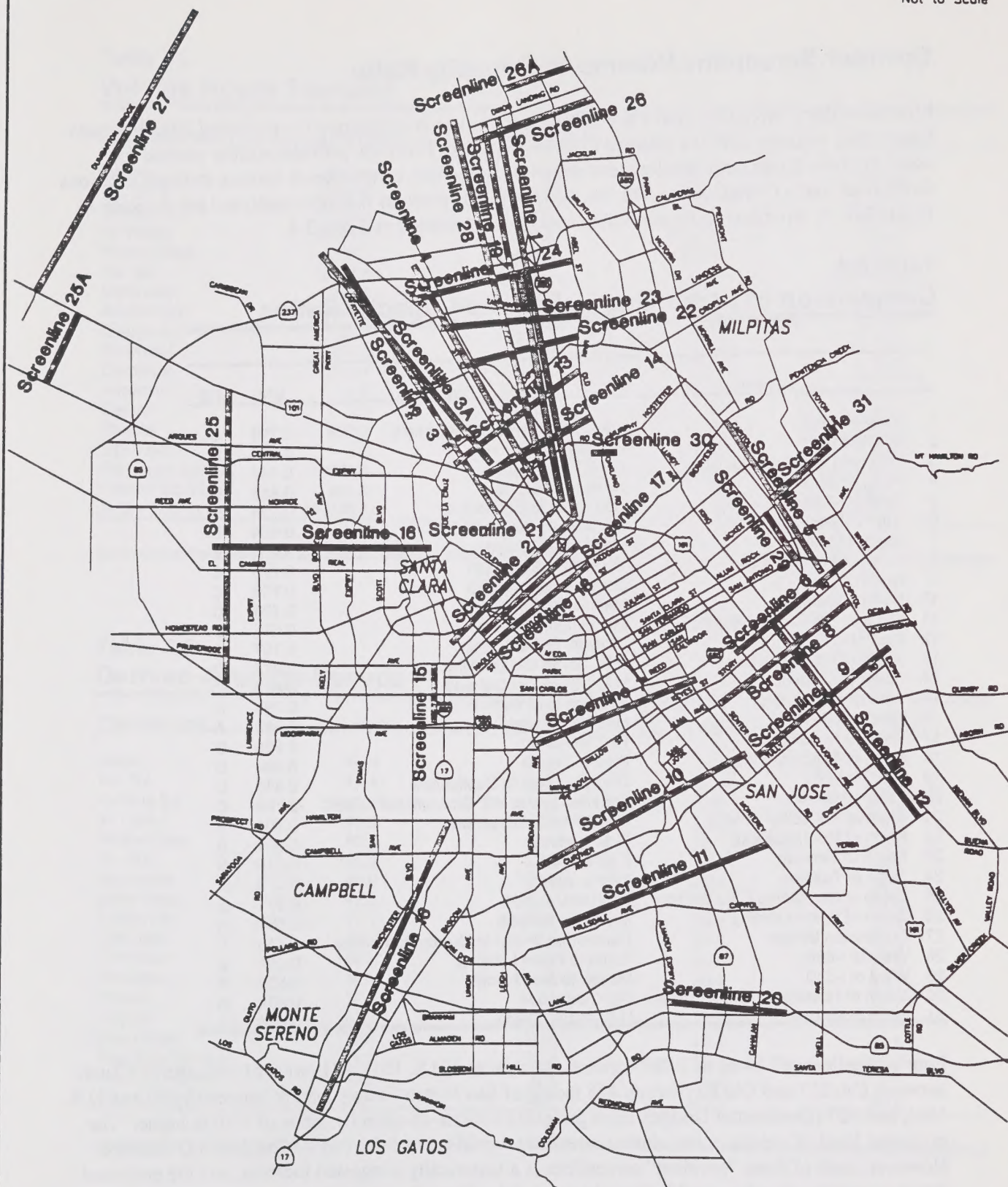


Figure 3-1
SCREENLINE LOCATION MAP

4.

Conclusions

As stated in previous sections of this report, the implementation of the General Plan through the year 2010 with a Greenline/Urban Growth Boundary will result in the same forecasted level of service for the planned transportation system as would be expected from implementing the same General Plan without the Greenline/Urban Growth Boundary. Consequently, there are no significant impacts to the transportation system resulting from the adoption of the Greenline/UGB policy. However, since future changes to the Greenline/UGB boundary may be proposed, this traffic study has reported the projected performance of the transportation system for the purpose of establishing a quantitative analysis baseline. The transportation impacts of development proposals for sites outside the Greenline/UGB can be assessed through comparisons with the performance baseline established through this study.

ENVIRONMENTAL IMPACT STATEMENT FOR THE PROPOSED PROJECT

Volume 1 of 2

APPENDIX E

NOISE REPORT

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APPENDIX E
NOISE REPORT
FOR THE PROPOSED PROJECT
DATE: 10/10/2013
PAGE 1 OF 1

SAN JOSE 2020 GENERAL PLAN PROGRAM EIR -- NOISE IMPACT ASSESSMENT

September 10, 1993

Prepared for:

David J. Powers & Associates, Inc.
Environmental Consultants and Planners
1885 The Alameda, Suite 204
San Jose, CA 95126

Prepared by:

Richard B. Rodkin, PE
Tassos Papadimos

Illingworth & Rodkin, Inc.
85 Bolinas Road, Suite 11
Fairfax, CA 94930
(415) 459-5507
Job No.: 93-001

NOISE

The 2020 General Plan Update consists of changes to the Land Use/Transportation Diagram and a refinement of the major strategies, goals, and policies contained in the existing Horizon 2000 General Plan. In this noise impact assessment, the existing noise environment in San Jose is discussed, both qualitatively and quantitatively, and the significance of noise impacts are assessed with respect to the guidelines set forth in the Horizon 2000 General Plan, including a comparison of the different development alternatives. Noise contour distances for major roadways are provided in Appendix A.

SETTING

Background Information on Noise

Noise is defined as unwanted sound. Airborne sound is a rapid fluctuation of air pressure above and below atmospheric pressure. Sound levels are usually measured and expressed in decibels (dB) with 0 dB corresponding roughly to the threshold of hearing. Decibels and other technical terms are defined in Table 1.

Most of the sounds which we hear in the environment do not consist of a single frequency, but rather a broad band of frequencies, with each frequency differing in sound level. The intensities of each frequency add together to generate a sound. The method commonly used to quantify environmental sounds consists of evaluating all of the frequencies of a sound in accordance with a weighting that reflects the facts that human hearing is less sensitive at low frequencies and extreme high frequencies than in the frequency mid-range. This is called "A" weighting, and the decibel level so measured is called the A-weighted sound level (dBA). In practice, the level of a sound source is conveniently measured using a sound level meter that includes an electrical filter corresponding to the A-weighting curve. Typical A-levels measured in the environment and in industry are shown in Table 2 for different types of noise.

Although the A-weighted noise level may adequately indicate the level of environmental noise at any instant in time, community noise levels vary continuously. Most environmental noise includes a conglomeration of noise from distant sources which create a relatively steady background noise in which no particular source is identifiable. To describe the time-varying character of environmental noise, the statistical noise descriptors, L_{10} , L_{50} , and L_{90} , are

commonly used. They are the A-weighted noise levels equaled or exceeded during 10%, 50%, and 90% of a stated time period. A single number descriptor called the L_{eq} is now also widely used. The L_{eq} is the average A-weighted noise level during a stated period of time.

In determining the daily level of environmental noise, it is important to account for the difference in response of people to daytime and nighttime noises. During the nighttime, exterior background noises are generally lower than the daytime levels. However, most household noise also decreases at night and exterior noise becomes very noticeable. Further, most people sleep at night and are very sensitive to noise intrusion. To account for human sensitivity to nighttime noise levels, a descriptor, L_{dn} (day/night average sound level), was developed. The L_{dn} divides the 24-hour day into the daytime of 7:00 AM to 10:00 PM and the nighttime of 10:00 PM to 7:00 AM. The nighttime noise level is weighted 10 dB higher than the daytime noise level. The Community Noise Equivalent Level (CNEL) is another 24-hour average which includes both an evening and nighttime weighting.

The effects of noise on people can be listed in three general categories:

- subjective effects of annoyance, nuisance, dissatisfaction
- interference with activities such as speech, sleep, learning
- physiological effects such as startling, hearing loss

The levels associated with environmental noise, in almost every case, produce effects only in the first two categories. Workers in industrial plants can experience noise in the last category. Unfortunately, there is as yet no completely satisfactory way to measure the subjective effects of noise, or of the corresponding reactions of annoyance and dissatisfaction. This is primarily because of the wide variation in individual thresholds of annoyance, and differing individual past experiences with noise.

An important way of determining a person's subjective reaction to a new noise is the comparison of the existing environment to which one has adapted: the so-called "ambient".

In general, the more a new noise exceeds the previously existing ambient noise level, the less acceptable the new noise will be judged by the hearers.

With regard to increases in A-weighted noise level, knowledge of the following relationships will be helpful in understanding this report.

- Except in carefully controlled laboratory experiments, a change of 1 dB cannot be perceived.
- Outside of the laboratory, a 3 dB change is considered a just-perceivable difference.
- A change in level of at least 5 dB is required before any noticeable change in community response would be expected.
- A 10 dB change is subjectively heard as approximately a doubling in loudness, and would almost certainly cause an adverse change in community response.

TABLE 1

DEFINITIONS OF ACOUSTICAL TERMS

TERM	DEFINITIONS
Decibel, dB	A unit describing the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure, which is 20 micropascals (20 micronewtons per square meter).
Frequency, Hz	The number of complete pressure fluctuations per second above and below atmospheric pressure.
A-Weighted Sound Level, dBA	The sound pressure level in decibels as measured on a sound level meter using the A-weighting filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the frequency response of the human ear and correlates well with subjective reactions to noise. All sound levels in this report are A-weighted.
L_{01} , L_{10} , L_{50} , L_{90}	The A-weighted noise levels that are exceeded 1%, 10%, 50%, and 90% of the time during the measurement period.
Equivalent Noise Level, L_{eq}	The average A-weighted noise level during the measurement period.
Community Noise Equivalent Level, CNEL	The average A-weighted noise level during a 24-hour day, obtained after addition of 5 decibels in the evening from 7:00 pm to 10:00 pm and after addition of 10 decibels to sound levels in the night between 10:00 pm and 7:00 am.
Day/Night Noise Level, L_{dn}	The average A-weighted noise level during a 24-hour day, obtained after addition of 10 decibels to levels measured in the night between 10:00 pm and 7:00 am.
L_{max} , L_{min}	The maximum and minimum A-weighted noise level during the measurement period.
Ambient Noise Level	The composite of noise from all sources near and far. The normal or existing level of environmental noise at a given location.
Intrusive	That noise which intrudes over and above the existing ambient noise at a given location. The relative intrusiveness of a sound depends upon its amplitude, duration, frequency, and time of occurrence and tonal or informational content as well as the prevailing ambient noise level.

TABLE 2
TYPICAL SOUND LEVELS
MEASURED IN THE ENVIRONMENT AND INDUSTRY

At a Given Distance From Noise Source	A-Weighted Sound Level in Decibels	Noise Environments	Subjective Impression
	140		
Civil Defense Siren (100')	130		
Jet Takeoff (200')	120		Pain Threshold
	110	Rock Music Concert	
Pile Driver (50')	100		Very Loud
Ambulance Siren (100')			
	90	Boiler Room	
Freight Cars (50')		Printing Press Plant	
Pneumatic Drill (50')	80	In Kitchen With Garbage Disposal Running	
Freeway (100')			
	70		Moderately Loud
Vacuum Cleaner (10')	60	Data Processing Center	
		Department Store	
Light Traffic (100')	50	Private Business Office	
Large Transformer (200')			
	40		Quiet
Soft Whisper (5')	30	Quiet Bedroom	
	20	Recording Studio	
	10		Threshold of Hearing
	0		

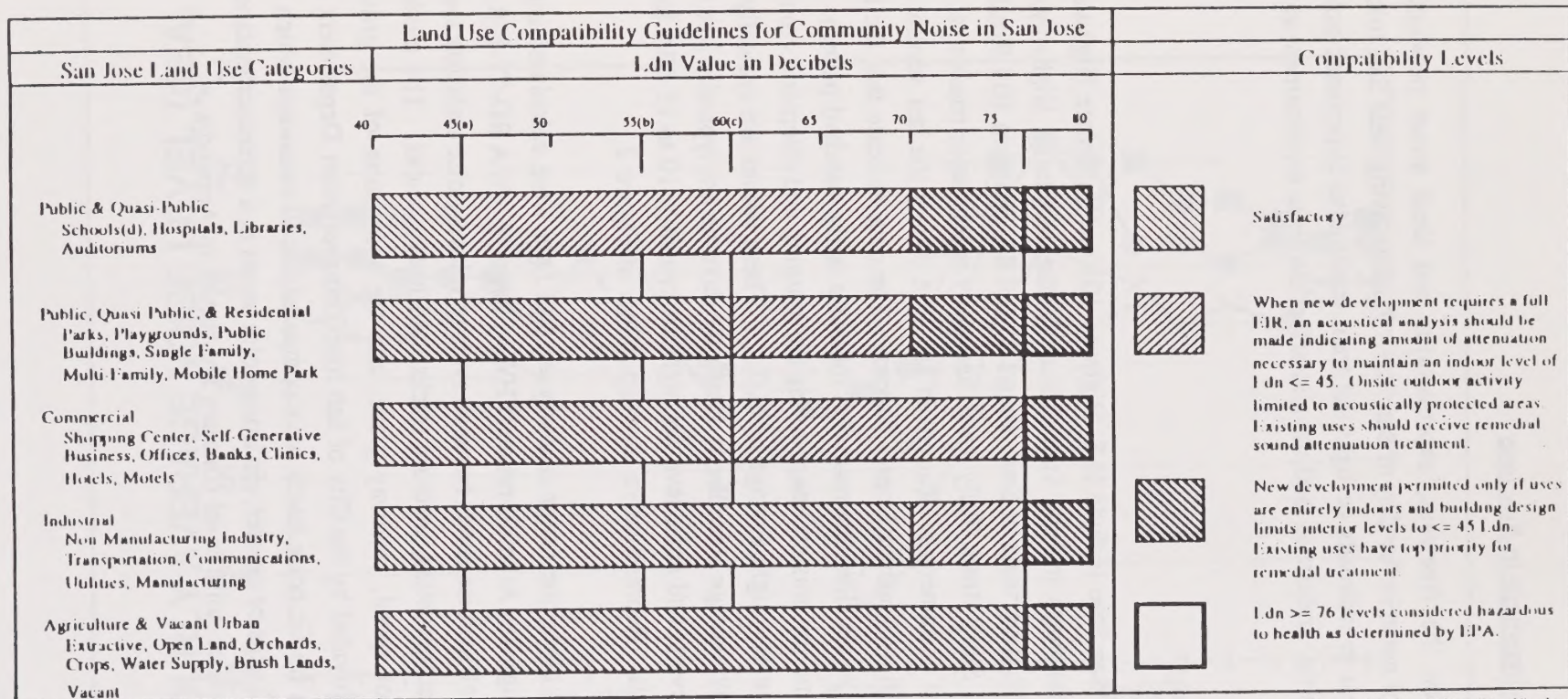
Existing Goals and Policies

The City of San Jose's Horizon 2000 General Plan contains goals and policies addressing the effects of noise upon the people in the City. The primary goal of this document is to minimize the impact of noise on people through reduction and suppression techniques and through appropriate land use policies. The City has established a range of acceptable noise levels for various land uses. Outside of the San Jose International Airport noise zone (defined by the 65-CNEL contour), the General Plan establishes both long and short range exterior noise goals. The General Plan recognizes that these goals will not be achieved within the Airport noise zone. An average exterior day/night noise level (L_{dn}) of 55 dBA or less is the long-range goal for transportation noise and the limit for commercial and industrial noise in residential areas. An L_{dn} of 60 dBA or less is acceptable for short-range exterior noise levels. An L_{dn} of 45 dBA or less is the interior noise level standard. The City has identified an L_{dn} of 76 dBA as the maximum exterior noise level to avoid significant adverse health effects upon the residents. The existing land use compatibility guidelines for various land use categories are shown in Figure 1.

The noise control objectives established in the Horizon 2000 General Plan recognize the attainment of exterior noise quality levels near the San Jose International Airport and in the downtown core area will probably not be achieved in the time frame of the plan. The General Plan recommends appropriate site planning and building design, along with noise attenuation techniques in new building and residential development.

The General Plan recognizes that the City should continue to require safe and compatible land uses within the International Airport Noise Zone, and should also encourage operating procedures which minimize noise. The noise descriptors L_{dn} and CNEL are about the same and should be considered interchangeable in the following discussions.

Title 24, Part 2 of the California Administrative Code, enforced by the City's Planning and Building Departments, establishes a maximum allowable interior L_{dn} noise level of 45 dBA for new multi-family residences, hotels, motels, and long-term care facilities exposed to existing or future noise levels of 60 dBA L_{dn} or greater. An acoustical report detailing noise control treatments necessary for compliance with Title 24 must be prepared and submitted to the City prior to issuance of a building permit.



- a. Interior Noise Quality Level
 b. Long-Range Exterior Noise Quality Level
 c. Short-Range Exterior Noise Quality Level
 d. Leq value of Leq(3) = is used for the evaluation of school impact by the airport

Source: Horizon 2000 General Plan, City of San Jose

Land Use Compatibility Guidelines for Community Noise in San Jose

FIGURE 1

Existing Noise Environment in San Jose

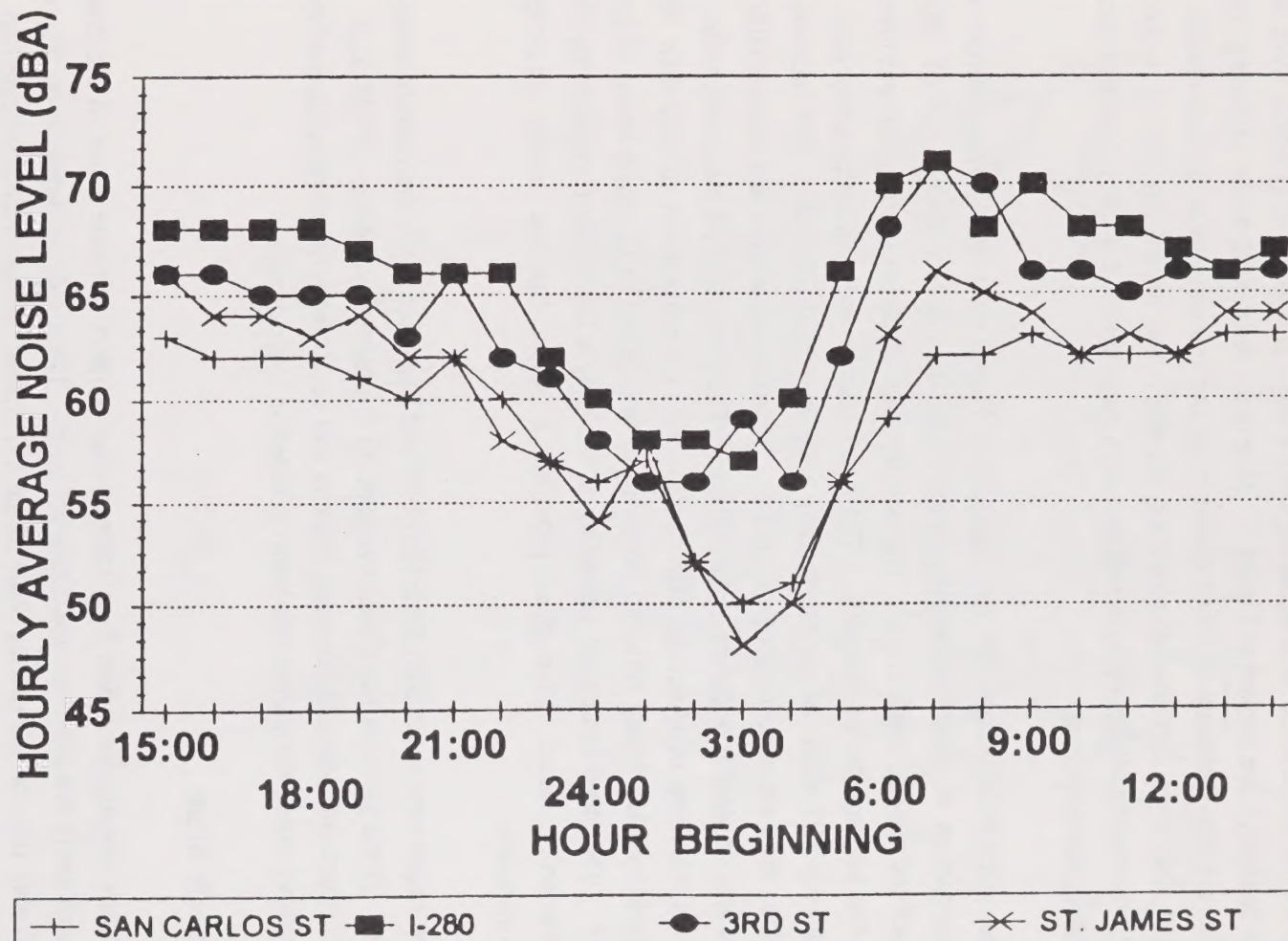
Vehicular traffic on the freeways, expressways, and local street network is the most significant source of noise in the City of San Jose. Persons living near San Jose International Airport and adjacent to railroads or light rail train tracks also experience noise from these transportation systems. Industrial facilities also affect the noise environment at areas adjacent to them.

Streets and Highways

Major highways in San Jose include U.S. Highway 101 and Interstate Highways 280, 680, and 880. Major roadways include State Route 82 (the Monterey Highway), the Capitol Expressway, completed portions of State Routes 85 and 87, Blossom Hill Road, Alum Rock Road, McKee Road, Story Road, Tully Road, and many other major roadways. Noise levels have been monitored at numerous locations in San Jose during the last several years during the preparation of Environmental Impact Reports. The data indicate that the hour-by-hour distribution of noise levels along the roadways follows a fairly standard pattern. The average noise level (L_{eq}) during the noisiest hours during the morning and afternoon commute periods are about equal to the day/night average level (L_{dn}). These values are typically within 1 dB of each other. Hourly average noise levels during the daytime are typically 3 to 5 dBA lower than the peak hour levels, and noise levels at night are typically 10 to 15 dBA lower than the noisy daytime periods. Representative data are shown in Figure 2.

Existing noise levels along the major roadways in San Jose were calculated using methods outlined in Federal Highway Administration (FHWA) Report FHWA RD-77-108. This model calculates roadside traffic noise levels based on average vehicle noise emission levels for three classes of vehicles: automobiles, medium trucks, and heavy trucks. The model takes into account the effects of speed, roadway grade, and the absorption of the ground. Using transportation data provided by the City of San Jose Transportation Department and Barton-Aschman Associates, traffic noise levels were computed for all roadways which have a peak hour volume of 1,000 trips or greater. Existing noise levels at a reference distance of 50 feet and the distances to equal noise level contours are shown in Appendix A.

24-HOUR NOISE MEASUREMENTS



Typical Traffic Noise Data

FIGURE 2

The calculated roadside noise levels do not take into account the effects of noise barriers, the intervening topography, or acoustical shielding provided by buildings. All of the major freeways in San Jose were driven to determine the extent to which roadside noise barriers have been constructed to mitigate highway noise. The soundwalls which were observed along the roadways are shown in Figure 3. Nearly all residential areas adjoining freeways in San Jose are now shielded to some extent from the freeway noise by soundwalls. Soundwalls have also been constructed along expressways and major arterials as a part of roadway improvement projects or by developers as a requirement for mitigation as a part of a specific project development.

The overall objective of the California Department of Transportation (Caltrans) in construction of their soundwalls, is to reduce the noisiest hour L_{eq} to 67 dBA or less and block the view to truck stacks. The performance of two noise barriers was checked as a part of the preparation of this EIR. The noise barriers were located along each side of U.S. Highway 101 south of its intersection with Interstates 280/680. The location of the noise barrier tests are also shown on Figure 3. The roadside soundwalls substantially reduce noise levels at residences adjacent to the highway. The predicted and measured noise level adjacent to the roadway of about 80 dBA is reduced to a noise level of less than 70 dBA in the adjacent yards. Many residents who would be exposed to L_{dn} noise levels of greater than 76 dBA, considered hazardous according to the City's Land Use Compatibility Guidelines for Community Noise, have been provided a noisy, but not totally unacceptable, noise environment.

Two major new roadways, State Route 85 and State Route 87, are nearing completion in San Jose. These projects have been designed to the federal standards (67 dB L_{eq}). While some significant and unavoidable noise impacts will result from the development of these projects, extensive noise mitigation has been included in their design.

Aircraft Noise

Aircraft operations at San Jose International Airport generate noise in the environs of the airport along the approach and departure paths. The airport is bounded on the north by U.S. Highway 101, on the east by State Route 87, and on the south by Interstate 880. Jet aircraft operations at the airport are concentrated during the hours of 7:00 am to midnight. The noise environment generated by jet aircraft operations is different than the fairly steady noise of

roadway traffic. The noise of the jet aircraft is intermittent, in some areas reaching levels substantially above the noise levels generated by vehicular traffic.

Airport noise in California is still reported in terms of the Community Noise Equivalent Level (CNEL). CNEL, as defined and discussed previously in this report, is also a 24-hour noise descriptor and is typically within about 1 dB of the L_{dn} . The existing noise contours around San Jose International Airport are shown in Figure 4.

Aircraft overflights, noise levels were monitored during preparation of the Environmental Noise Assessment for the Downtown Strategy Plan EIR.¹ At a location in downtown San Jose west of State Route 87 and north of Interstate 280, maximum noise levels generated by jet aircraft overflights were typically in the range of 80 to 85 dBA, with occasional jets generating maximum noise levels of over 100 dBA. Aircraft flights were concentrated during the morning and evening commute periods with other flights distributed fairly evenly during the day. Approximately 130 jet aircraft flew over the site during a 24-hour period causing maximum noise levels in excess of 75 dBA.

Railroad Operations

The Southern Pacific Transportation Company (SPTC) and the Union Pacific Railroad (UPRR) both operate active railroad lines through the City of San Jose. The Union Pacific tracks and one of the Southern Pacific tracks provide service to the East Bay and points beyond. They parallel Interstate 880 and are generally located between Interstate 880 and Interstate 680 through northern San Jose until they reach the downtown area. The Southern Pacific track merges in downtown San Jose with the other SPTC track which serves the Peninsula to the north and Gilroy and other points to the south. Southern Pacific also has several spur lines which provide limited freight service to different locations in the San Jose area.

The major noise sources associated with railroad train operations include the horn, which is sounded with 1/4 mile of grade crossings and near stations, the diesel engines, and the interaction of the wheels and the track. The train horn generates a noise level of about 100 dBA at a distance of 100 feet. It is a directional noise source and noise levels, therefore, vary depending upon where the receptor is with respect to the direction that the horn is

¹ Environmental Noise Assessment Downtown Strategy Plan EIR, San Jose, California, July 20, 1992, Illingworth & Rodkin, Inc.

pointed. Diesel engines typically generate noise levels of about 75 to 80 dBA at 100 feet. The rail cars typically generate noise levels of about 70 to 75 dBA at 100 feet. Railroad operations are similar to aircraft operations in that they are made up of loud, discrete single events which are separated by long periods of inactivity. The 24-hour day/night average noise level resulting from train operations depends upon the number of train passbys, the noise of each event, and the time of day or night when the activities occur.

There is regular train traffic on the main SPRR track which connects San Francisco and the Peninsula to San Jose, and on to Gilroy. Regular Peninsula train service begins between 4:00 and 5:00 am and continues until around midnight. Freight trains also use the main line. There are currently typically about four freight trains per day on these tracks as well. The existing L_{dn} is about 67 dBA 100 feet from the tracks.² The distance to the 60 dBA L_{dn} contour is about 250 feet.

The Southern Pacific tracks connecting San Jose to the East Bay and points north, such as Sacramento, are now carrying the Capitol Corridor commuter traffic as well as freight rail traffic. There are eight Amtrak commuter trains on this line daily, as well as five to 10 freight trains (mostly at night). The existing L_{dn} is also about 67 dBA 100 feet from these tracks. Noise levels along the UPRR in this Corridor are similar.

South of downtown San Jose the Southern Pacific main line track carries all the train traffic. Measurements adjacent to that track show the L_{dn} is about 71 dBA at a distance of 100 feet. Freight traffic at night elevates the L_{dn} . The distance to the 60 dBA L_{dn} contour is about 500 feet.

In summary, the existing L_{dn} ranges from 67 to 71 dBA at a distance of 100 feet from the active railroad lines in San Jose. Noise from the railroad train operations is, therefore, significant along the rail corridors.

Light Rail Transit

The County of Santa Clara is developing a light rail transit system in San Jose and adjacent cities. The existing service runs along Tasman Drive, connecting Great America Parkway

² Evelyn Avenue Corridor Plan, Mountain View Noise and Vibration Constraints Analysis, Illingworth & Rodkin, Inc., July 1992.

to North First Street and continues down North First Street to downtown San Jose. Parallel lines run down First Street and Second Street to East San Carlos. From here the line jogs and then follows the Highway 87 right-of-way south to its intersection with the Highway 85 right-of-way where the light rail continues to its termini. The light rail traffic generates an L_{dn} of about 59 dBA 50 feet from the center of the tracks. The 60 dBA contour distance is about 40 feet from the track centerline. Maximum noise levels from LRT train passbys range from 70 dBA to 80 dBA at the 50-foot setback distance.³

Industry

The City of San Jose is home to numerous industries. Many of these industries are relatively quiet because they are primarily indoor activities and there is limited use of heavy machinery. Some small commercial and industrial businesses, such as automobile repair shops, welding shops, etc., are sources of intermittent high noise levels but do not typically affect large geographical areas. There are some large industries in San Jose. Examples are the Del Monte Cannery and a metal forming operation in the Mid-Town Specific Plan Area. Typical noise levels resulting from these operations were measured.⁴ At the Del Monte Cannery, mechanical equipment generated a noise level of about 73 dBA 100 feet from the facility. At a metal forming operation, noise levels typically range from 61 to 72 dBA at a distance of 200 feet from the facility with the highest noise levels resulting from the dropping of metal. Ventilation equipment and cooling equipment at other facilities generated noise levels up to about 76 dBA at a distance of 50 feet from the facility.

³ City of San Jose Housing Initiative General Plan Amendment EIR Environmental Noise Assessment, prepared for CH2M Hill by Illingworth & Rodkin, Inc., July 1992.

⁴ Noise Analysis, Edward L. Pack Associates, Inc., City of San Jose, Mid-Town District Planned Community and Specific Plan EIR, June 1992.

IMPACT

This section evaluates the noise impacts which would result from implementation of the five growth alternatives originally considered as a part of the General Plan Update and Alternative 5 and Mitigated Alternative 1 developed by Staff to mitigate traffic impacts. The primary issues are

- Whether or not noise levels will increase substantially above existing levels as a result of the implementation of the growth alternatives, and
- if planned residential development would be exposed to unacceptable noise levels.

Each of the five original growth alternatives adds 126,000 jobs in San Jose. Alternative 1 is essentially an extension of the existing General Plan from the Year 2000 to the year 2010. Industrial development and job growth is concentrated in the North Coyote Campus Industrial Area. Job growth in North San Jose, the downtown area, and Edenvale is reduced. Alternative 4 is similar to Alternative 1, with the exception that there would be an additional 12,000 housing units. Alternatives 2 and 3 differ from alternatives 1 and 4 in that they concentrate job growth in North San Jose, downtown and Edenvale rather than in the North Coyote Campus Industrial Area. These alternatives anticipate 70,000 new residential units citywide. Alternative 5 would allow development of 58,300 new residential units. Alternative 5 and Mitigated Alternative 1 also include two proposed traffic mitigation measures: 1) Widening Tasman Drive from four to six lanes, 2) Widening Charcot Avenue from two to four lanes and extending it across Interstate 880 to connect to Old Oakland Road.

Vehicular Traffic Noise Impacts

Existing noise levels along major roadways in San Jose were depicted in Appendix A and discussed previously. Appendix A also sets forth projected future noise levels for the year 2010 for Alternative 1, the existing General Plan extended out to the year 2010. According to CEQA, a project will have a significant effect when it results in a substantial increase in noise levels. Along the major roadways in San Jose noise levels typically equal or exceed the short- and long-range goals of the City of San Jose's Noise Guidelines for new sensitive receptors. Recognizing this, a 3 dB increase which is a just perceptible change, or greater, is considered substantial and would result in a significant impact. The future transportation network includes 2 new major roadways, Route 87 and Route 85, as well as extensions of the

light rail transit system. These have a significant effect on the traffic distribution in the City of San Jose and in some instances result in substantial decreases in traffic noise along the local street network. These conditions have been accounted for in the estimation of future noise levels.

Table 3 summarizes the significant differences from existing noise levels along street segments in San Jose under growth Alternative 1. The Table shows noise level increases or decreases of 3 dB or more. The most substantial noise level increases will occur along roadways unaffected by freeway traffic, and where substantial traffic increases are projected, such as Aborn Road, Almaden Boulevard, portions of Camden Avenue, Coleman Avenue and, Hostetter Road. Noise levels will substantially increase along the existing portions of State Route 87, as it will be carrying substantially more traffic. There will also be a substantial noise level increase along State Route 87 and State Route 85 rights-of-ways. These impacts were evaluated in the EIR's for these projects and mitigated to the extent considered feasible. A review of the data in Table 3 also shows that noise levels will decrease along numerous local roadways in San Jose by a perceptible amount. This results, as noted above, from the revisions to the transportation network.

This EIR addresses the noise impacts resulting from the original five growth alternatives and two mitigated alternatives as described above. In order to evaluate the differences between these alternatives the future noise levels along the roadway network were compared and contrasted. Table 4 shows the comparison of Alternatives 2, 3 and 4 and Mitigated Alternative 1 (1A) versus Alternative 1. Alternative 5 noise levels are not substantially different than Alternative 1. Considering the large number of major roadways in San Jose, the number of roadways experiencing at least a 3 dB difference are small. This is an indication that the existing roadway network is at capacity and that differences in land use designations and housing allocations do not have a significant effect on the overall noise environment along the street network in the city. Of note, however, is the North Coyote Valley area. Under Alternatives 2 and 3, noise levels in this area would be substantially lower than Alternatives 1 and 4. This is because the job growth would not be concentrated in this area and there would therefore be substantially less traffic along these roadways.

Noise impacts are site specific. As a result of that one concludes from the comparisons in these Tables that there will be significant adverse noise impacts along certain roadways as a result of the anticipated growth under any of the five alternatives. The proposed transportation improvements, including the new freeways and the extensions of the light rail

system, will also result in a positive environmental effect reflected in all the roadway segments which are anticipated to experience a substantial reduction in noise levels in the future.

Alternative 5 and Mitigated Alternative 1 (1A) include two specific roadway improvements to mitigate traffic problems. These two improvements, the widening of Tasman Drive and the widening and extension of Charcot Avenue, could potentially result in a substantial increase in noise levels at sensitive receptors adjoining the roadways. A detailed assessment of the noise impacts of these projects is beyond the scope of this EIR. The impacts are considered to be potentially significant.

TABLE 3

Roadway Segments with Existing (1990) to
Future (2010, Growth Alternative 1) Traffic
Noise Changes of At Least 3 dBA

Roadway	Existing to Future Noise Level Change (dBA)
ABORN RD. Capitol Expwy.-San Felipe Rd.	+7
ALMA AVE. Almaden Ave.-SR82	-6
ALMADEN AVE. I280-Willow St.	+3
ALMADEN BLVD. Park Ave.-I280	+8
ALMADEN RD. Alma Ave.-Almaden Expwy.	-4
ALUM ROCK AVE. Capitol Ave.-McKee Rd.	-3
BASCOM AVE. Curtner Ave.-SR85	+4
BIRD AVE. I280-Minnesota Ave.	+3
BLOSSOM HILL RD. Los Gatos Blvd.-Camden Ave. Camden Ave.-Kooser Rd. Santa Teresa blvd.-Snell Ave.	-3 -4 +5
BROKAW RD. 1st St.-Zanker Rd.	+4
CAMDEN AVE. SR17-Bascom Ave. Union Ave.-Hillsdale Ave. Blossom Hill Rd.-Coleman Ave. Meridian Ave.-Almaden Expwy.	-4 -3 +5 +7
CAMPBELL AVE. Saratoga Ave.-San Tomas-Aquino Rd.	+4

Table 3 (cont'd)

Roadway	Existing to Future Noise Level Change (dBA)
KING RD. Berryessa Rd.-Alum Rock Ave. Alum Rock Ave.-I680	+4 -3
KING RD. Tully Rd.-Aborn Rd.	+5
LANDRESS AVE. I680-Piedmont Rd.	-5
LINCOLN AVE. Curtner Ave.-Almaden Expwy.	-3
MABURY RD. Bayshore Fwy.-Piedmont Rd.	+4
McKEE RD. Capitol Ave.-White Rd. White Rd.-Alum Rock Ave.	+3 -3
MERIDIAN AVE. Blossom Hill Rd.-Coleman Rd.	-4
MONTEREY RD. SR85-South City Limit	-3
OAKLAND RD. Brokaw Rd.-Bayshore Fwy.	+3
QUITO RD. Saratoga Ave.-Cox Ave.	-3
SAN CARLOS ST. Meridian Ave.-Lincoln Ave. Market St.-4th St.	+4 +6
SANTA CLARA ST. SR87-Market St. 4th St.-11th St.	+3 +5
SANTA TERESA BLVD. Blossom Hill Rd.-Coleman Rd. Coleman Rd.-Vista Park Dr. Vista Park Dr.-Snell Ave. Snell Ave.-Cottle Rd.	-3 -4 -4 -3

		SPEED			TRUCK%		MEASURED	Ldn 50'	CONTOUR DISTANCE(FEET)				
	ADT	AU	MT	HT	MT	HT	Ldn @ ft		80	75	70	65	60
39 MABURY RD.													
FROM: Bayshore Fwy.													
PRESENT	8,100	35	35	35	1.0	1.0		65	0	0	0	49	133
FUTURE	21,000							69	0	0	40	117	251
TO: King Rd.													
FROM: King Rd.													
PRESENT	6,500	35	35	35	1.0	1.0		64	0	0	0	39	115
FUTURE	16,600							68	0	0	32	100	215
TO: Capitol Ave.													
FROM: Capitol Ave.													
PRESENT	6,500	35	35	35	1.0	1.0		64	0	0	0	39	115
FUTURE	15,100							68	0	0	29	91	202
TO: Piedmont Rd.													
40 MARKET ST.													
FROM: SR-87													
PRESENT	14,000	25	25	25	1.0	1.0		64	0	0	0	40	117
FUTURE	20,400							66	0	0	0	58	150
TO: Santa Clara St.													
FROM: Santa Clara St.													
PRESENT	16,000	25	25	25	1.0	1.0		65	0	0	0	45	127
FUTURE	23,400							66	0	0	0	67	164
TO: San Carlos St.													
41 MCKEE RD.													
FROM: Bayshore Fwy.													
PRESENT	33,000	35	35	35	1.0	1.0		71	0	0	63	158	340
FUTURE	20,000							69	0	0	38	113	243
TO: I-680													
FROM: I-680													
PRESENT	46,000	35	35	35	1.0	1.0		72	0	28	87	197	424
FUTURE	32,000							71	0	0	61	155	333
TO: Capitol Ave.													
FROM: Capitol Ave.													
PRESENT	7,500	35	35	35	1.0	1.0		65	0	0	0	45	127
FUTURE	18,600							68	0	0	35	108	232
TO: White Rd.													
FROM: White Rd.													
PRESENT	24,500	35	35	35	1.0	1.0		70	0	0	47	129	279
FUTURE	12,000							67	0	0	0	72	173
TO: Alum Rock Ave.													
42 MCCLAUGHLIN AVE.													
FROM: I-280													
PRESENT	21,000	25	25	25	1.0	1.0		66	0	0	0	60	153
FUTURE	19,300							65	0	0	0	55	144
TO: Tully Rd.													
FROM: Tully Rd.													
PRESENT	9,200	25	25	25	1.0	1.0		62	0	0	0	26	83
FUTURE	14,700							64	0	0	0	42	120
TO: Capitol Expwy.													

		SPEED				TRUCK%		MEASURED	Ldn	CONTOUR DISTANCE(FEET)				
	ADT	AU	MT	HT	MT	HT	Ldn @ ft	50'	80	75	70	65	60	
43 MERIDIAN AVE.														
FROM: Park Ave.														
PRESENT	15,600	35	35	35	1.0	1.0		68	0	0	30	94	206	
FUTURE	13,800							67	0	0	26	83	190	
TO: I-280														
FROM: I-280														
PRESENT	27,500	35	35	35	1.0	1.0		70	0	0	52	140	301	
FUTURE	23,600							70	0	0	45	126	272	
TO: Curtner Ave.														
FROM: Curtner Ave.														
PRESENT	23,600	35	35	35	1.0	1.0		70	0	0	45	126	272	
FUTURE	19,000							69	0	0	36	109	235	
TO: Hillsdale Ave.														
FROM: Hillsdale Ave.														
PRESENT	19,900	35	35	35	1.0	1.0		69	0	0	38	113	243	
FUTURE	13,600							67	0	0	26	82	188	
TO: Branham Ln.														
FROM: Branham Ln.														
PRESENT	25,000	35	35	35	1.0	1.0		70	0	0	47	131	282	
FUTURE	17,800							68	0	0	34	105	225	
TO: Blossom Hill Rd.														
FROM: Blossom Hill Rd.														
PRESENT	38,700	35	35	35	1.0	1.0		72	0	0	73	175	378	
FUTURE	15,300							68	0	0	29	92	204	
TO: Coleman Rd.														
FROM: Coleman Rd.														
PRESENT	10,000	35	35	35	1.0	1.0		66	0	0	0	60	153	
FUTURE	12,000							67	0	0	0	72	173	
TO: Camden Ave.														
44 MONTEREY RD.														
FROM: Blossom Hill Rd.														
PRESENT	33,800	50	50	50	1.0	2.0		75	0	55	144	311	669	
FUTURE	20,900							73	0	34	105	226	486	
TO: SR-85														
FROM: SR-85														
PRESENT	44,400	50	50	50	1.0	2.0		77	0	72	173	373	803	
FUTURE	27,000							74	0	44	124	268	576	
TO: South City Limit														
45 MOORPARK AVE.														
FROM: Lawrence Expwy.														
PRESENT	20,000	25	25	25	1.0	1.0		66	0	0	0	57	148	
FUTURE	13,300							64	0	0	0	38	113	
TO: Saratoga Ave.														
46 MORRILL AVE.														
FROM: Landress Ave.														
PRESENT	8,300	35	35	35	1.0	1.0		65	0	0	0	50	135	
FUTURE	14,000							67	0	0	27	84	192	
TO: Cropley Ave.														

Table 3 (cont'd)

Roadway	Existing to Future Noise Level Change (dBA)
CAPITOL AVE. Montague Expwy.-Trade Zone Blvd. I680-Sierra Rd. Sierra Rd.-Penitencia Creek Rd. McKee Rd.-Alum Rock Ave. Alum Rock Ave.-Capitol Expwy.	+3 -5 -4 -5 -8
COLEMAN AVE. I880-Hedding St.	+8
COLEMAN RD. Winfield Blvd.-Santa Teresa Blvd.	-3
COTTLE RD. SR82-SR85	-4
CURTNER AVE. Leigh Ave.-Meridian Ave.	-3
DE LA CRUZ BLVD. Trimble Rd.-Coleman Ave.	+3
DOYLE RD. Lawrence Expwy.-Saratoga Ave.	-6
HAMILTON AVE. Campbell Ave.-San Tomas-Aquino Rd. San Tomas-Aquino Rd.-San Tomas Expwy. SR17-Leigh Ave.	-5 -4 -3
HEDDING ST. Winchester Blvd.-I880	-5
HILLSDALE AVE. Camden Ave.-Meridian Ave.	-3
HOSTEITTER RD. I680-Morrill Ave.	+7
JOHNSON AVE. Bollinger Rd.-Prospect Rd.	-4
JULIAN ST. Market St.-10th St. 19th St.-Bayshore Fwy.	+3 -4

Table 3 (cont'd)

Roadway	Existing to Future Noise Level Change (dBA)
SARATOGA AVE. Cox Ave.-Lawrence Expwy.	-3
SENDER RD. Capitol Expwy.-Hellyer Ave.	-4
SNELL AVE. Branham Ln.-Blossom Hill Rd.	-3
ST. JAMES ST. 10th St.-13th St. 13th St.-19th St.	-3 -4
STEVENS CREEK BLVD. Miller Ave.-I280	-3
STORY RD. Senter Rd.-McLaughlin Ave. Capitol Expwy.-White Rd.	-4 -3
TULLY RD. Curtner Ave.-Senter Rd. Senter Rd.-Bayshore Fwy.	-3 -5
UNION AVE. Curtner Ave.-Camden Ave. Camden Ave.-Blossom Hill Rd.	-3 -5
WHITE RD. Story Rd.-Ocala Ave. Ocala Ave.-Tully Rd.	+6 +4
WILLIAMS RD. Saratoga Ave.-Winchester Blvd.	-3
WINCHESTER BLVD. Williams Rd.-Hamilton Ave.	-3
1ST ST. SR237-Tasman Dr. Montague Expwy.-Trimble Rd.	+3 +5
1ST ST. Skyport Dr.-I880	-5

Table 3 (cont'd)

Roadway	Existing to Future Noise Level Change (dBA)
4TH ST. Taylor St.-Julian St.	-3
7TH ST. San Carlos St.-Keyes St.	-4
10TH ST. I880-Hedding St.	-3
SR82 Bellomy St.-I880 Race St.-Autumn/Monterey Autumn/Monterey-Park Ave.	-4 -3 +3
SR82 Alma Ave.-Phelan Ave. Capitol Expwy.-U.S.101/Blossom Hill	+4 -3
SR87 Bayshore Fwy.-Airport Pkwy. Airport Pkwy.-I880 I880-Taylor St.	+7 +8 +4
SR87 Capitol Expwy.-SR85	+3
ALMADEN EXPWY. Curtner Ave.-Lincoln Ave. Lincoln Ave.-SR85 SR85-Blossom Hill Rd.	-3 -4 -3
CAPITOL EXPWY. Almaden Expwy.-SR87 Senter Rd.-Bayshore Fwy. Tully Rd.-I680	-4 -4 -4
LAWRENCE EXPWY. Stevens Creek Blvd.-Prospect Rd. Prospect Rd.-Quito Rd.	-3 -4
MONTAGUE EXPWY. 1st St.-I880 I880-I68	-5 -3

Table 3 (cont'd)

Roadway	Existing to Future Noise Level Change (dBA)
SAN TOMAS EXPWY. Saratoga Ave.-Hamilton Ave. Hamilton Ave.-SR17	-4 -3
STORY RD. Senter Rd.-McLaughlin Ave. Capitol Expwy.-White Rd.	-4 -3

TABLE 4

Roadway Segments With Minimum Traffic Noise Changes of 3 dBA
Between Growth Alternatives 2, 3 and 4 and Growth Alternative 1

Roadway	Alternative 2 vs. Alternative 1	Alternative 3 vs. Alternative 1	Alternative 4/1A vs. Alternative 1
ALMADEN EXPWY. From: Almaden Rd. To: McKean Rd.	-4	-2	--
ALMADEN RD. From: Curtner Ave. To: Almaden Expwy.	--	--	-3
BAILEY AVE. From: McKean Rd. To: Coyote Valley Pkwy. To: New Collector To: South Valley Fwy.	-12 -10 -6	-12 -10 -6	-- -- --
COYOTE VALLEY PKWY. From: South Valley Fwy. To: Santa Teresa Blvd. To: Bailey Ave. To: Sobrato Internal	-6 -8 -13	-6 -8 -13	-- -- --
OCALA AVE. From: King Rd. To: Hopkins St.	+5	+5	--
PIERCY RD. From: Silver Creek Valley Rd. To: Silicon Valley Blvd.	+3	+3	--
SANTA TERESA BLVD. From: Bernal Rd. To: Coyote Valley Pkwy.	-4	-4	--
SCHELLER AVE. From: Santa Teresa Blvd. To: Monterey Hwy.	--	--	(Alt. 4 only) +3
SILVER CREEK VALLEY RD. From: Coyote Rd. To: Hellyer Rd.	+3	+3	--
SOBRATO INTERNAL From: West End To: Coyote Valley Pkwy. To: New Collector To: Monterey Hwy.	-12 -14 -6	-12 -14 -6	-- -- --

Light Rail Noise Impacts

Several extensions to the light rail system are proposed. These include 1) the Tasman - Warm Springs connector LRT line, 2) the Cupertino/Sunnyvale LRT line, and 3) the Stevens Creek LRT line. The proposed transit lines generally follow major thoroughfares in the San Jose area. The light rail trains generate an L_{dn} of about 60 dBA at a distance of 50 feet from the centerline of the tracks. This is typically substantially below the noise of the roadway traffic and therefore would not result in a substantial increase in noise levels. It is possible that there could be localized noise impacts along stretches of the proposed LRT system where the proposed transit would adjoin a sensitive location where ambient noise levels are low currently. The noise impacts resulting from the proposed LRT extensions are potentially significant as a result of this.

Noise and Land Use Compatibility

The primary objective of the growth alternatives is to determine what level of new residential development should occur in the City of San Jose. Residential developments are sensitive to environmental noise. They also can potentially result in a noise impact upon existing sensitive receptors due to their traffic. This was previously assessed. In this section the compatibility of the proposed housing with the noise environment of San Jose is evaluated.

Residential development under all five alternatives is proposed primarily in areas exposed to noise levels exceeding those considered normally acceptable in San Jose. The City's long-term goal of 55 dB L_{dn} and their short-term goal of 60 dB L_{dn} would be exceeded along the intensification corridors, at most of the remote sites, and in the Urban Reserves. Noise impacts could also occur as a result of development on sites for which no General Plan changes are proposed as a part of this update. This impact is considered to be potentially significant. It is likely that the noise from stationery sources such as existing industry, will potentially affect some of the housing development sites. The intensification of development along the light rail transit corridors and rail corridors, and near the airport would also potentially expose sensitive receptors to discrete single-event noise.

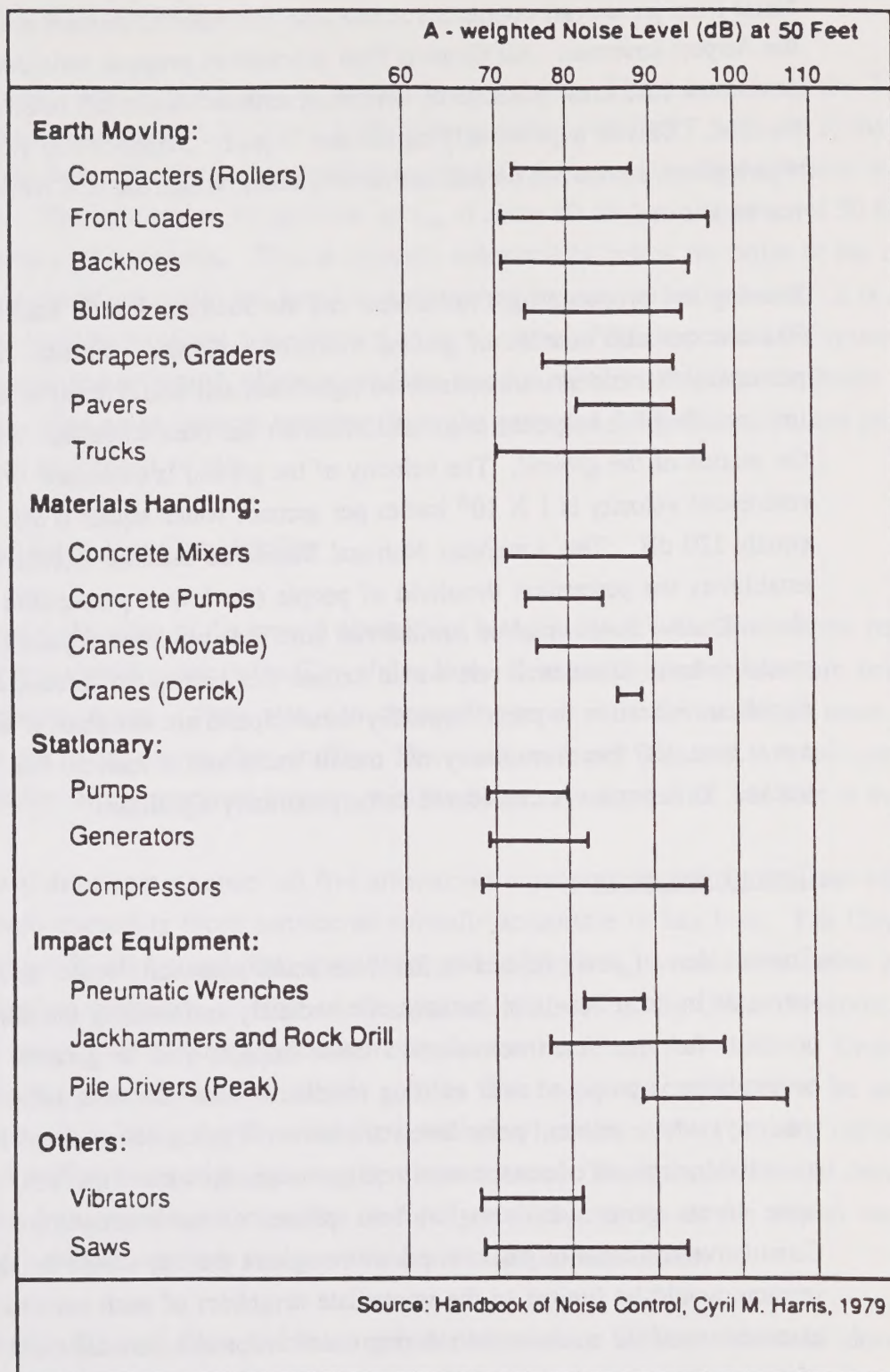
The existing General Plan and the proposed Alternatives include residential development adjacent to heavy railroad corridors. Noise from individual train passages can be a serious constraint upon development of residential property because of the difficulty in reducing the noise to acceptable levels inside the buildings.

Noise from jet aircraft operations at San Jose International Airport has a significant effect on the Airport environs. All General Plan alternatives propose residential development in the downtown core area, portions of which are exposed to aircraft noise exceeding a CNEL of 60 dBA. This is a potentially significant impact. Single-family residential development, which places a premium on outdoor activity areas, within the 65 CNEL noise contour, should not be allowed.

Existing and proposed light rail transit and the Southern Pacific Railroad and Union Pacific Railroad are also sources of ground vibration. Ground vibration levels which would be perceptible to residents are considered significant and would result in an environmental noise impact. People's response to ground vibration has been correlated best with the velocity of the motion of the ground. The velocity of the ground is expressed on a decibel scale. The referenced velocity is 1×10^{-6} inches per second, which equals 0 dB. One inch per second equals 120 dB. The American National Standards Institute (ANSI) Standard S3.29-1983 establishes the perception threshold of people (the lowest perceptible level) to vibration at about 72 dB. Residential or commercial land uses proposed adjacent to heavy or light rail trucks, where vibration levels would exceed this perception threshold would experience a significant vibration impact. Typically these impacts are mitigated if sensitive developments are at least 100 feet from heavy rail transit tracks and at least 50 feet from light rail transit tracks. This impact is considered to be potentially significant.

Construction Noise

Construction of new projects in San Jose could potentially result in substantial short-term increases in noise levels in the areas immediately surrounding the construction sites. The potential for significant construction noise impacts will be greatest in areas where new construction is proposed near existing residential land uses or in areas along less congested roadways where ambient noise levels are lower. Typical construction noise levels generated by individual pieces of construction equipment are shown in Figure 5. Average construction noise levels generated during various phases of construction are shown in Table 5. Cumulative construction noise impacts throughout the city would be significant. The noise impacts would be limited to the immediate neighbors of each construction site. Detailed assessments of the noise impacts during construction at a particular site are beyond the scope of this study and are not possible to determine at this time due to a lack of specificity of the project proposals. Mitigation measures are recommended in the Mitigation Section of this report to be applied to construction sites where significant impacts are identified.



Construction Equipment Noise Levels

FIGURE 5

TYPICAL RANGES OF ENERGY EQUIVALENT NOISE LEVELS,
 L_{eq} IN dBA, AT CONSTRUCTION SITES

	Domestic Housing		Office Building, Hotel, Hospital, School, Public Works		Industrial Parking Garage, Religious Amusement & Recreations, Store, Service Station		Public Works Roads & Highways, Sewers, and Trenches	
	I	II	I	II	I	II	I	II
Ground Clearing	83	83	84	84	84	83	84	84
Excavation	88	75	89	79	89	71	88	78
Foundations	81	81	78	78	77	77	88	88
Erection	81	65	87	75	84	72	79	78
Finishing	88	72	89	75	89	74	84	84

I - All pertinent equipment present at site.

II - Minimum required equipment present at site.

Source: U.S.E.P.A., Legal Compilation on Noise, Vol. 1, p. 2-104, 1973.

Noise Levels by Construction Phases

TABLE 5

MITIGATION MEASURES

The following policies from the Horizon 2000 General Plan will be implemented at the time specific development proposals are under consideration.

General Plan Mitigation Measures

- (1) Noise Policy No. 1: The City's acceptable noise level objectives of 55 L_{dn} as the long-range exterior noise quality level, 60 L_{dn} as the short-range exterior noise quality level, 45 L_{dn} as the interior noise quality level, and 76 L_{dn} as the maximum exterior noise level necessary to avoid significant adverse health effects. Wherever possible, to achieve the noise objectives, the City will require appropriate site and building design, building construction, and noise attenuation techniques in new residential development.
- (2) Noise Policy No. 3: The State Department of Transportation and County Transportation agencies should be encouraged to provide sound attenuation devices which are visually pleasing along new and existing freeways and expressways. This measure would serve to decrease the remaining areas impacted by high noise levels from traffic and mitigate future impacts.
- (3) Noise Policy No. 4: Legislation should be supported requiring noise reducing modifications to aircraft engines and the use of quieter aircraft at the San Jose International Airport.
- (4) Noise Policy No. 5: The City should continue to require safe and compatible land uses within the International Airport noise zone and should also encourage operating procedures which minimize noise.
- (5) Noise Policy No. 6: To reduce the noise impacts in the downtown area resulting from aircraft operation, the Federal Aviation Administration should be encouraged to enforce current high cruise altitudes which minimize the impact of aircraft noise on the City's various land uses.

- (6) Noise Policy No. 8: The use of outdoor appliances, air conditioners, and other noise-generating mechanical equipment which produce noise levels in excess of the City's exterior noise level standards shall be discouraged.
- (7) Noise Policy No. 9: Construction operations should use various noise suppression devices and techniques.
- (8) Noise Policy No. 11: When located adjacent to existing or planned noise sensitive residential and public/quasi-public land uses, non-residential land uses should mitigate noise generation to meet 55 L_{dn} at the property line.
- (9) Noise Policy No. 12: Noise studies should be required for land use proposals where known or suspected peak event noise sources occur which may impact adjacent existing or planned land uses.

Other Program Mitigation

Impact 1: The anticipated future noise levels will have an impact on the compatibility of future land uses within the city.

Mitigation 1a: Acoustical studies will be required, as necessary, for residential land uses proposed within the 60 L_{dn} contour from roadways, airport, or rail lines. The acoustical studies will address the development's compliance with both the indoor and outdoor noise standards established in the City's Horizon 2000 General Plan, or revisions to these guidelines.

Mitigation 1b: Near rail lines, the acoustical studies will address the development's compliance with appropriate single-event noise level standards and the 45 dB L_{dn} interior standard.

Mitigation 1c: Vibration impact studies will be required, as necessary, for residential uses proposed within 100 feet of heavy rail tracks and 50 feet of LRT tracks. The studies will include actual on site monitoring of vibration levels to determine whether or not the residents would be subject to perceptible vibration levels.

Mitigation 1d: All future multi-family residential development located where the L_{dn} exceeds 60 dB will have the appropriate studies prepared and mitigation measures incorporated into the project's design as required to comply with Title 24, Part 2 of the California Administrative Code to maintain acceptable interior noise levels.

Mitigation 1e: Appropriate site planning will be undertaken to reduce noise exposure in outdoor use areas (residential and recreational facilities). Noise shielding of the outdoor areas shall be provided by designing and building structures such that they reduce the noise exposure at these sensitive land uses.

Impact 2: Construction of new projects within the study area could potentially result in substantial increases in noise levels in areas immediately surrounding the construction sites. The potential for significant construction noise impacts will be greatest where new construction is proposed near existing residential land uses or along less congested roadways (where ambient noise levels are lower).

Mitigation 2a: Where development is proposed adjacent to or near existing residential developments, the allowable hours of work at the construction site will be limited to 7:00 AM to 5:00 PM, Monday through Friday (non-holidays).

Mitigation 2b: All construction equipment will be properly muffled and in good operating condition, so as to reduce any unnecessary noise.

Mitigation 2c: At the time specific development proposals are under consideration, site specific construction noise mitigation will be included in the project. These mitigations will include such measures as perimeter noise barrier/construction fences, coverings over windows of nearby buildings and coordination of noisy activities such as pile driving with the schedules of sensitive neighbors to minimize impacts.

Substantial noise level increases along certain identified roadway segments is considered to be unavoidable, as it results from any of the proposed alternatives.

APPENDIX A

Roadway Noise Levels

KEY:

ADT	=	Average Daily Traffic Volume
AU	=	Autos
MT	=	Medium Trucks (2-axles)
HT	=	Heavy Trucks (3-axles or more)
PRESENT	=	Existing Conditions (Year 1990)
FUTURE	=	Growth Alternative 1 (Year 2010)
NA	=	Not available
NR	=	New Roadway

SJ

		SPEED			TRUCK%		MEASURED	Ldn 50'	CONTOUR DISTANCE(FEET)				
	ADT	AU	MT	HT	MT	HT	Ldn @ ft		80	75	70	65	60
1 ABORN RD.													
FROM: King Rd.													
PRESENT	6,850	35	35	35	1.0	1.0		64	0	0	0	41	119
FUTURE	11,600							66	0	0	0	70	169
TO: Capitol Expwy.													
FROM: Capitol Expwy.													
PRESENT	6,850	35	35	35	1.0	1.0		64	0	0	0	41	119
FUTURE	31,900							71	0	0	61	154	332
TO: San Felipe Rd.													
FROM: San Felipe Rd.													
PRESENT	NA	35	35	35	1.0	1.0			0	0	0	0	0
FUTURE	19,700							69	0	0	37	112	241
TO: Ruby Ave.													
FROM: Ruby Ave.													
PRESENT	NA	35	35	35	1.0	1.0			0	0	0	0	0
FUTURE	15,500							68	0	0	29	93	205
TO: East City Limit													
2 AIRPORT PKWY.													
FROM: SR-87													
PRESENT	10,500	25	25	25	1.0	1.0		63	0	0	0	30	94
FUTURE	12,800							64	0	0	0	36	110
TO: Bayshore Fwy.													
3 ALMA AVE.													
FROM: Almaden Ave.													
PRESENT	30,000	25	25	25	1.0	1.0		67	0	0	27	85	194
FUTURE	6,500							61	0	0	0	0	58
TO: SR-82													
4 ALMADEN AVE.													
FROM: I-280													
PRESENT	17,900	35	35	35	1.0	1.0		68	0	0	34	105	226
FUTURE	30,400							71	0	0	58	149	322
TO: Willow St.													
FROM: Willow St.													
PRESENT	17,300	35	35	35	1.0	1.0		68	0	0	33	103	221
FUTURE	25,000							70	0	0	47	131	282
TO: Alma Ave.													
5 ALMADEN BLVD.													
FROM: Santa Clara St.													
PRESENT	NA	25	25	25	1.0	1.0			0	0	0	0	0
FUTURE	20,300							66	0	0	0	58	149
TO: Park Ave.													
FROM: Park Ave.													
PRESENT	4,700	25	25	25	1.0	1.0		59	0	0	0	0	42
FUTURE	27,400							67	0	0	0	78	182
TO: I-280													
6 ALMADEN RD.													
FROM: Alma Ave.													
PRESENT	61,900	35	35	35	1.0	2.0		75	0	45	127	274	590
FUTURE	30,500							71	0	0	71	171	368
TO: Almaden Expwy.													

(A-1)

	ADT	SPEED =====			TRUCK% =====		MEASURED	Ldn 50'	CONTOUR DISTANCE(FEET) =====				
		AU	MT	HT	MT	HT	Ldn @ ft		80	75	70	65	60
6 ALMADEN RD.													
FROM: Almaden Expwy.													
PRESENT 11,100	35	35	35	1.0	1.0		66	0	0	0	67	164	
FUTURE 11,100							66	0	0	0	67	164	
TO: Ironwood Dr.													
7 ALUM ROCK AVE.													
FROM: Bayshore Fwy.													
PRESENT 19,400	35	35	35	1.0	1.0		69	0	0	37	111	239	
FUTURE 21,100							69	0	0	40	117	252	
TO: I-680													
FROM: I-680													
PRESENT 25,300	35	35	35	1.0	1.0		70	0	0	48	132	285	
FUTURE 30,900							71	0	0	59	151	325	
TO: Capitol Ave.													
FROM: Capitol Ave.													
PRESENT 41,900	35	35	35	1.0	1.0		72	0	25	80	185	399	
FUTURE 20,000							69	0	0	38	113	243	
TO: McKee Rd.													
8 BAILEY AVE.													
FROM: McKean Rd.													
PRESENT NA	35	35	35	1.0	1.0			0	0	0	0	0	
FUTURE 25,000							70	0	0	47	131	282	
TO: Coyote Valley Pkwy.													
FROM: Coyote Valley Pkwy.													
PRESENT NA	35	35	35	1.0	1.0			0	0	0	0	0	
FUTURE 16,100							68	0	0	31	97	211	
TO: New Collector													
FROM: New Collector													
PRESENT NA	35	35	35	1.0	1.0			0	0	0	0	0	
FUTURE 21,400							69	0	0	41	118	255	
TO: South Valley Fwy.													
9 BASCOM AVE.													
FROM: Newhall St.													
PRESENT 33,600	35	35	35	1.0	1.0		71	0	0	64	160	344	
FUTURE 26,400							70	0	0	50	136	293	
TO: Hedding St.													
FROM: Hedding St.													
PRESENT 32,200	35	35	35	1.0	1.0		71	0	0	61	155	334	
FUTURE 20,200							69	0	0	38	114	245	
TO: Naglee Ave.													
FROM: Naglee Ave.													
PRESENT 26,400	35	35	35	1.0	1.0		70	0	0	50	136	293	
FUTURE 25,600							70	0	0	49	133	287	
TO: I-280													
FROM: I-280													
PRESENT 26,800	35	35	35	1.0	1.0		70	0	0	51	137	296	
FUTURE 23,500							69	0	0	45	126	271	
TO: South-West Expwy.													

	ADT	SPEED			TRUCK%		MEASURED	Ldn 50'	CONTOUR DISTANCE(FEET)				
		=====	=====	=====	=====	=====	=====		=====	=====	=====	=====	=====
		AU	MT	HT	MT	HT	Ldn @ ft		80	75	70	65	60
9 BASCOM AVE.													
FROM: South-West Expwy.													
PRESENT	32,000	35	35	35	1.0	1.0		71	0	0	61	155	333
FUTURE	32,200							71	0	0	61	155	334
TO: Campbell Ave.													
FROM: Campbell Ave.													
PRESENT	27,400	35	35	35	1.0	1.0		70	0	0	52	139	300
FUTURE	23,600							70	0	0	45	126	272
TO: Curtner Ave.													
FROM: Curtner Ave.													
PRESENT	8,900	35	35	35	1.0	1.0		65	0	0	0	53	142
FUTURE	20,400							69	0	0	39	114	247
TO: SR-85													
10 BERRYESSA RD.													
FROM: Bayshore Fwy.													
PRESENT	29,400	35	35	35	1.0	1.0		70	0	0	56	146	315
FUTURE	22,500							69	0	0	43	122	263
TO: King Rd.													
FROM: King Rd.													
PRESENT	29,700	35	35	35	1.0	1.0		71	0	0	56	147	317
FUTURE	20,900							69	0	0	40	116	251
TO: I-680													
FROM: I-680													
PRESENT	NA	35	35	35	1.0	1.0			0	0	0	0	0
FUTURE	17,400							68	0	0	33	103	222
TO: Morrill Ave.													
FROM: Morrill Ave.													
PRESENT	NA	35	35	35	1.0	1.0			0	0	0	0	0
FUTURE	10,200							66	0	0	0	61	155
TO: Piedmont Rd.													
11 BIRD AVE.													
FROM: San Carlos St.													
PRESENT	33,000	25	25	25	1.0	1.0		68	0	0	30	94	206
FUTURE	42,000							69	0	0	38	113	243
TO: I-280													
FROM: I-280													
PRESENT	10,000	25	25	25	1.0	1.0		63	0	0	0	28	90
FUTURE	20,000							66	0	0	0	57	148
TO: Minnesota Ave.													
FROM: Minnesota Ave.													
PRESENT	15,700	25	25	25	1.0	1.0		64	0	0	0	45	126
FUTURE	10,000							63	0	0	0	28	90
TO: Almaden Rd.													
12 BLOSSOM HILL RD.													
FROM: Los Gatos Blvd.													
PRESENT	28,000	35	35	35	1.0	1.0		70	0	0	53	141	305
FUTURE	13,300							67	0	0	25	80	185
TO: Camden Ave.													

		SPEED			TRUCK%		MEASURED		CONTOUR DISTANCE(FEET)				
	ADT	AU	MT	HT	MT	HT	Ldn @ ft	Ldn 50'	80	75	70	65	60
12 BLOSSOM HILL RD.													
FROM: Camden Ave.													
PRESENT	21,400	35	35	35	1.0	1.0		69	0	0	41	118	255
FUTURE	8,400							65	0	0	0	50	137
TO: Kooser Rd.													
FROM: Kooser Rd.													
PRESENT	28,200	35	35	35	1.0	1.0		70	0	0	54	142	306
FUTURE	21,900							69	0	0	42	120	259
TO: Almaden Expwy.													
FROM: Almaden Expwy.													
PRESENT	56,400	35	35	35	1.0	1.0		73	0	34	105	226	486
FUTURE	33,000							71	0	0	63	158	340
TO: Santa Teresa Blvd.													
FROM: Santa Teresa Blvd.													
PRESENT	8,100	35	35	35	1.0	1.0		65	0	0	0	49	133
FUTURE	27,800							70	0	0	53	141	303
TO: Snell Ave.													
FROM: Snell Ave.													
PRESENT	27,300	35	35	35	1.0	1.0		70	0	0	52	139	300
FUTURE	17,900							68	0	0	34	105	226
TO: SR-82													
13 BROKAW RD.													
FROM: 1st St.													
PRESENT	13,500	35	35	35	1.0	2.0		68	0	0	31	99	214
FUTURE	34,700							72	0	25	80	186	401
TO: Zanker Rd.													
FROM: Zanker Rd.													
PRESENT	28,500	35	35	35	1.0	2.0		71	0	0	66	163	352
FUTURE	44,000							73	0	32	101	218	470
TO: I-880													
FROM: I-880													
PRESENT	36,400	35	35	35	1.0	2.0		72	0	27	84	192	414
FUTURE	43,500							73	0	32	100	216	466
TO: Oakland Rd.													
14 CAMDEN AVE.													
FROM: SR-17													
PRESENT	83,000	35	35	35	1.0	1.0		75	0	50	135	292	629
FUTURE	35,000							71	0	0	66	164	354
TO: Bascom Ave.													
FROM: Bascom Ave.													
PRESENT	52,200	35	35	35	1.0	1.0		73	0	31	99	214	461
FUTURE	33,000							71	0	0	63	158	340
TO: Union Ave.													
FROM: Union Ave.													
PRESENT	62,900	35	35	35	1.0	1.0		74	0	38	113	243	523
FUTURE	31,700							71	0	0	60	154	331
TO: Hillsdale Ave.													

(A-4)

	ADT	SPEED =====			TRUCK% =====		MEASURED =====		Ldn 50'	CONTOUR DISTANCE(FEET) =====				
		AU	MT	HT	MT	HT	Ldn @ ft			80	75	70	65	60
14 CAMDEN AVE.														
FROM: Hillsdale Ave.														
PRESENT	21,800	35	35	35	1.0	1.0			69	0	0	41	120	258
FUTURE	19,000								69	0	0	36	109	235
TO: SR-85														
FROM: SR-85														
PRESENT	17,600	35	35	35	1.0	1.0			68	0	0	33	104	224
FUTURE	20,100								69	0	0	38	113	244
TO: Blossom Hill Rd.														
FROM: Blossom Hill Rd.														
PRESENT	7,200	35	35	35	1.0	1.0			64	0	0	0	43	123
FUTURE	19,500								69	0	0	37	111	239
TO: Coleman Ave.														
FROM: Coleman Ave.														
PRESENT	11,500	35	35	35	1.0	1.0			66	0	0	0	69	168
FUTURE	13,000								67	0	0	0	78	183
TO: Meridian Ave.														
FROM: Meridian Ave.														
PRESENT	4,400	35	35	35	1.0	1.0			62	0	0	0	26	84
FUTURE	21,200								69	0	0	40	117	253
TO: Almaden Expwy.														
15 CAMPBELL AVE.														
FROM: Saratoga Ave.														
PRESENT	6,300	35	35	35	1.0	1.0			64	0	0	0	38	113
FUTURE	15,200								68	0	0	29	91	203
TO: San Tomas-Aquino Rd.														
FROM: San Tomas-Aquino Rd.														
PRESENT	16,900	35	35	35	1.0	1.0			68	0	0	32	101	218
FUTURE	19,000								69	0	0	36	109	235
TO: San Tomas Expwy.														
FROM: San Tomas Expwy.														
PRESENT	25,600	35	35	35	1.0	1.0			70	0	0	49	133	287
FUTURE	18,500								68	0	0	35	107	231
TO: Bascom Ave.														
16 CAPITOL AVE.														
FROM: Montague Expwy.														
PRESENT	11,800	35	35	35	1.0	1.0			67	0	0	0	71	171
FUTURE	24,600								70	0	0	47	130	279
TO: Trade Zone Blvd.														
FROM: Trade Zone Blvd.														
PRESENT	34,000	35	35	35	1.0	1.0			71	0	0	65	161	347
FUTURE	31,300								71	0	0	59	152	328
TO: I-680														
FROM: I-680														
PRESENT	33,100	35	35	35	1.0	1.0			71	0	0	63	158	341
FUTURE	11,000								66	0	0	0	66	163
TO: Sierra Rd.														

		SPEED				TRUCK%		MEASURED Ldn @ ft	Ldn 50'	CONTOUR DISTANCE(FEET)				
		ADT	AU	MT	HT	MT	HT			80	75	70	65	60
16	CAPITOL AVE.													
	FROM: Sierra Rd.													
	PRESENT	43,200	35	35	35	1.0	1.0		72	0	26	82	189	407
	FUTURE	15,000							68	0	0	28	90	201
	TO: Penitencia Creek Rd.													
	FROM: Penitencia Creek Rd.													
	PRESENT	21,700	35	35	35	1.0	1.0		69	0	0	41	119	257
	FUTURE	16,500							68	0	0	31	99	214
	TO: McKee Rd.													
	FROM: McKee Rd.													
	PRESENT	36,500	35	35	35	1.0	1.0		71	0	0	69	169	364
	FUTURE	9,400							66	0	0	0	56	147
	TO: Alum Rock Ave.													
	FROM: Alum Rock Ave.													
	PRESENT	52,200	35	35	35	1.0	1.0		73	0	31	99	214	461
	FUTURE	9,100							65	0	0	0	55	144
	TO: Capitol Expwy.													
17	COLEMAN AVE.													
	FROM: De La Cruz Blvd.													
	PRESENT	22,800	25	25	25	1.0	1.0		66	0	0	0	65	161
	FUTURE	25,800							67	0	0	0	73	175
	TO: I-880													
	FROM: I-880													
	PRESENT	5,400	25	25	25	1.0	1.0		60	0	0	0	0	49
	FUTURE	31,600							68	0	0	28	90	201
	TO: Hedding St.													
	FROM: Hedding St.													
	PRESENT	12,800	25	25	25	1.0	1.0		64	0	0	0	36	110
	FUTURE	19,800							66	0	0	0	56	147
	TO: SR-87													
18	COLEMAN RD.													
	FROM: Meridian Ave.													
	PRESENT	11,500	35	35	35	1.0	1.0		66	0	0	0	69	168
	FUTURE	9,900							66	0	0	0	59	152
	TO: Winfield Blvd.													
	FROM: Winfield Blvd.													
	PRESENT	25,600	35	35	35	1.0	1.0		70	0	0	49	133	287
	FUTURE	14,600							67	0	0	28	88	197
	TO: Santa Teresa Blvd.													
19	COTTLE RD.													
	FROM: SR-82													
	PRESENT	35,800	35	35	35	1.0	1.0		71	0	0	68	167	359
	FUTURE	13,700							67	0	0	26	82	189
	TO: SR-85													
	FROM: SR-85													
	PRESENT	31,000	35	35	35	1.0	1.0		71	0	0	59	151	326
	FUTURE	35,000							71	0	0	66	164	354
	TO: Santa Teresa Blvd.													

(A-6)

	ADT	SPEED =====				TRUCK% =====		MEASURED =====		Ldn 50'	CONTOUR DISTANCE(FEET) =====				
		AU	MT	HT		MT	HT	Ldn @ ft			80	75	70	65	60
20 COYOTE VALLEY PKWY.															
FROM: South Valley Fwy.															
PRESENT NA		35	35	35		1.0	1.0				0	0	0	0	0
FUTURE 19,100									69		0	0	36	110	236
TO: Santa Teresa Blvd.															
FROM: Santa Teresa Blvd.															
PRESENT NA		35	35	35		1.0	1.0				0	0	0	0	0
FUTURE 23,100									69		0	0	44	124	268
TO: Bailey Ave.															
FROM: Bailey Ave.															
PRESENT NA		35	35	35		1.0	1.0				0	0	0	0	0
FUTURE 12,700									67		0	0	0	76	180
TO: Sobrato Internal															
21 CROPLEY RD.															
FROM: Capitol Ave.															
PRESENT NA		35	35	35		1.0	1.0				0	0	0	0	0
FUTURE 16,000									68		0	0	30	96	210
TO: Morrill Ave.															
FROM: Morrill Ave.															
PRESENT NA		35	35	35		1.0	1.0				0	0	0	0	0
FUTURE 13,100									67		0	0	0	79	184
TO: Piedmont Rd.															
22 CURTNER AVE.															
FROM: Camden Ave.															
PRESENT 21,000		35	35	35		1.0	1.0		69		0	0	40	117	251
FUTURE 12,900									67		0	0	0	77	182
TO: Leigh Ave.															
FROM: Leigh Ave.															
PRESENT 31,000		35	35	35		1.0	1.0		71		0	0	59	151	326
FUTURE 18,500									68		0	0	35	107	231
TO: Meridian Ave.															
FROM: Meridian Ave.															
PRESENT 15,600		35	35	35		1.0	1.0		68		0	0	30	94	206
FUTURE 13,800									67		0	0	26	83	190
TO: Hicks Ave.															
FROM: Hicks Ave.															
PRESENT 23,500		35	35	35		1.0	1.0		69		0	0	45	126	271
FUTURE 19,500									69		0	0	37	111	239
TO: Almaden Expwy.															
FROM: Almaden Expwy.															
PRESENT 42,500		35	35	35		1.0	1.0		72		0	26	81	187	402
FUTURE 28,000									70		0	0	53	141	305
TO: SR-82															
23 DE LA CRUZ BLVD.															
FROM: Trimble Rd.															
PRESENT 13,400		35	35	35		1.0	1.0		67		0	0	25	80	186
FUTURE 24,600									70		0	0	47	130	279
TO: Coleman Ave.															

		SPEED			TRUCK%		MEASURED	Ldn 50'	CONTOUR DISTANCE(FEET)				
	ADT	AU	MT	HT	MT	HT	Ldn @ ft		80	75	70	65	60
24 DOYLE RD.													
FROM: Lawrence Expwy.													
PRESENT	44,000	35	35	35	1.0	1.0		72	0	26	84	191	412
FUTURE	11,600							66	0	0	0	70	169
TO: Saratoga Ave.													
25 HAMILTON AVE.													
FROM: Campbell Ave.													
PRESENT	31,400	35	35	35	1.0	1.0		71	0	0	60	153	329
FUTURE	10,500							66	0	0	0	63	158
TO: San Tomas-Aquino Rd.													
FROM: San Tomas-Aquino Rd.													
PRESENT	48,800	35	35	35	1.0	1.0		73	0	29	93	205	441
FUTURE	19,000							69	0	0	36	109	235
TO: San Tomas Expwy.													
FROM: San Tomas Expwy.													
PRESENT	43,700	35	35	35	1.0	1.0		72	0	26	83	190	410
FUTURE	26,300							70	0	0	50	136	292
TO: Winchester Blvd.													
FROM: Winchester Blvd.													
PRESENT	66,500	35	35	35	1.0	1.0		74	0	40	117	252	542
FUTURE	43,500							72	0	26	83	190	409
TO: SR-17													
FROM: SR-17													
PRESENT	50,500	35	35	35	1.0	1.0		73	0	30	96	210	451
FUTURE	29,400							70	0	0	56	146	315
TO: Leigh Ave.													
FROM: Leigh Ave.													
PRESENT	18,200	35	35	35	1.0	1.0		68	0	0	35	106	229
FUTURE	20,200							69	0	0	38	114	245
TO: Meridian Ave.													
26 HEDDING ST.													
FROM: Winchester Blvd.													
PRESENT	22,800	25	25	25	1.0	1.0		66	0	0	0	65	161
FUTURE	6,800							61	0	0	0	0	61
TO: I-880													
FROM: I-880													
PRESENT	18,400	25	25	25	1.0	1.0		65	0	0	0	52	140
FUTURE	16,700							65	0	0	0	47	131
TO: Bascom Ave.													
FROM: Bascom Ave.													
PRESENT	6,700	25	25	25	1.0	1.0		61	0	0	0	0	60
FUTURE	9,800							62	0	0	0	28	88
TO: Park Ave.													
FROM: Park Ave.													
PRESENT	10,300	25	25	25	1.0	1.0		63	0	0	0	29	93
FUTURE	11,500							63	0	0	0	33	102
TO: Coleman Ave.													

		SPEED			TRUCK%		MEASURED	Ldn	CONTOUR DISTANCE(FEET)				
	ADT	AU	MT	HT	MT	HT	Ldn @ ft	50'	80	75	70	65	60
26 HEDDING ST.													
FROM: Coleman Ave.													
PRESENT	15,500	25	25	25	1.0	1.0		64	0	0	0	44	125
FUTURE	19,000							65	0	0	0	54	143
TO: 1st St.													
FROM: 1st St.													
PRESENT	31,200	25	25	25	1.0	1.0		67	0	0	28	89	199
FUTURE	22,800							66	0	0	0	65	161
TO: 10th St.													
FROM: 10th St.													
PRESENT	32,000	25	25	25	1.0	1.0		68	0	0	29	91	202
FUTURE	24,400							66	0	0	0	69	169
TO: Bayshore Fwy.													
27 HELLYER AVE.													
FROM: Brahnam Ln.													
PRESENT	NA	25	25	25	1.0	1.0			0	0	0	0	0
FUTURE	6,400							61	0	0	0	0	58
TO: Silver Creek Valley Rd.													
28 HILLSDALE AVE.													
FROM: Camden Ave.													
PRESENT	46,300	25	25	25	1.0	1.0		69	0	0	42	120	259
FUTURE	22,000							66	0	0	0	63	158
TO: Meridian Ave.													
FROM: Meridian Ave.													
PRESENT	31,500	25	25	25	1.0	1.0		68	0	0	28	90	200
FUTURE	27,600							67	0	0	0	78	183
TO: Almaden Expwy.													
FROM: Almaden Expwy.													
PRESENT	8,600	25	25	25	1.0	1.0		62	0	0	0	0	77
FUTURE	10,000							63	0	0	0	28	90
TO: SR-87													
FROM: SR-87													
PRESENT	NA	25	25	25	1.0	1.0			0	0	0	0	0
FUTURE	19,300							65	0	0	0	55	144
TO: Vista Park Dr.													
FROM: Vista Park Dr.													
PRESENT	NA	25	25	25	1.0	1.0			0	0	0	0	0
FUTURE	11,300							63	0	0	0	32	101
TO: Snell Ave.													
29 HOSTETTER RD.													
FROM: Murphy Ave.													
PRESENT	25,200	35	35	35	1.0	1.0		70	0	0	48	132	284
FUTURE	28,200							70	0	0	54	142	306
TO: I-680													
FROM: I-680													
PRESENT	3,400	35	35	35	1.0	1.0		61	0	0	0	0	65
FUTURE	16,200							68	0	0	31	97	212
TO: Morrill Ave.													

	ADT	SPEED =====			TRUCKS =====		MEASURED =====		Ldn 50'	CONTOUR DISTANCE(FEET) =====				
		AU	MT	HT	MT	HT	Ldn	@ ft		80	75	70	65	60
30 JACKSON AVE.														
FROM: Berryessa Rd.														
PRESENT	10,000	25	25	25	1.0	1.0			63	0	0	0	28	90
FUTURE	11,600								63	0	0	0	33	103
TO: Mabury Rd.														
FROM: Alum Rock Ave.														
PRESENT	18,200	25	25	25	1.0	1.0			65	0	0	0	52	139
FUTURE	11,900								63	0	0	0	34	105
TO: I-680														
FROM: I-680														
PRESENT	12,000	25	25	25	1.0	1.0			63	0	0	0	34	105
FUTURE	16,500								65	0	0	0	47	130
TO: Story Rd.														
31 JOHNSON AVE.														
FROM: Bollinger Rd.														
PRESENT	17,800	25	25	25	1.0	1.0			65	0	0	0	51	137
FUTURE	6,500								61	0	0	0	0	58
TO: Prospect Rd.														
32 JULIAN ST.														
FROM: Market St.														
PRESENT	6,000	25	25	25	1.0	1.0			60	0	0	0	0	54
FUTURE	10,000								63	0	0	0	28	90
TO: 10th St.														
FROM: 19th St.														
PRESENT	25,000	25	25	25	1.0	1.0			67	0	0	0	71	172
FUTURE	12,000								63	0	0	0	34	105
TO: Bayshore Fwy.														
33 JUNCTION AVE.														
FROM: Trimble Blvd.														
PRESENT	9,700	35	35	35	1.0	1.0			66	0	0	0	58	150
FUTURE	7,200								64	0	0	0	43	123
TO: Brokaw Rd.														
34 KEYES ST.														
FROM: SR-82														
PRESENT	21,200	25	25	25	1.0	1.0			66	0	0	0	60	154
FUTURE	13,600								64	0	0	0	39	114
TO: 10th St.														
FROM: 10th St.														
PRESENT	30,400	25	25	25	1.0	1.0			67	0	0	27	86	195
FUTURE	28,400								67	0	0	26	81	187
TO: Senter Rd.														
35 KING RD.														
FROM: Berryessa Rd.														
PRESENT	6,000	25	25	25	1.0	1.0			60	0	0	0	0	54
FUTURE	12,600								64	0	0	0	36	109
TO: Alum Rock Ave.														
FROM: Alum Rock Ave.														
PRESENT	18,000	25	25	25	1.0	1.0			65	0	0	0	51	138
FUTURE	9,000								62	0	0	0	26	81
TO: I-680														

(A-10)

	ADT	SPEED =====			TRUCK% =====		MEASURED =====	Ldn 50'	CONTOUR DISTANCE (FEET) =====				
		AU	MT	HT	MT	HT			Ldn @ ft	80	75	70	65
35 KING RD.													
FROM: I-680													
PRESENT	26,000	25	25	25	1.0	1.0		67	0	0	0	74 176	
FUTURE	23,500							66	0	0	0	67 165	
TO: Tully Rd.													
FROM: Tully Rd.													
PRESENT	5,200	25	25	25	1.0	1.0		60	0	0	0	0 47	
FUTURE	19,200							65	0	0	0	55 144	
TO: Aborn Rd.													
36 LANDRESS AVE.													
FROM: I-680													
PRESENT	42,300	25	25	25	1.0	1.0		69	0	0	38	113 244	
FUTURE	14,000							64	0	0	0	40 117	
TO: Piedmont Rd.													
37 LEIGH AVE.													
FROM: San Carlos St.													
PRESENT	11,200	35	35	35	1.0	1.0		66	0	0	0	67 165	
FUTURE	11,300							66	0	0	0	68 166	
TO: I-280													
FROM: I-280													
PRESENT	16,400	35	35	35	1.0	1.0		68	0	0	31	98 213	
FUTURE	13,700							67	0	0	26	82 189	
TO: South-West Expwy.													
FROM: South-West Expwy.													
PRESENT	26,600	35	35	35	1.0	1.0		70	0	0	51	137 294	
FUTURE	19,300							69	0	0	37	110 238	
TO: Campbell Ave.													
FROM: Campbell Ave.													
PRESENT	16,500	35	35	35	1.0	1.0		68	0	0	31	99 214	
FUTURE	16,100							68	0	0	31	97 211	
TO: Foxworthy Ave.													
FROM: Foxworthy Ave.													
PRESENT	13,200	35	35	35	1.0	1.0		67	0	0	25	79 185	
FUTURE	10,100							66	0	0	0	61 154	
TO: SR-85													
38 LINCOLN AVE.													
FROM: San Carlos St.													
PRESENT	21,300	25	25	25	1.0	1.0		66	0	0	0	61 154	
FUTURE	15,400							64	0	0	0	44 124	
TO: I-280													
FROM: I-280													
PRESENT	23,000	35	35	35	1.0	1.0		69	0	0	44	124 267	
FUTURE	20,600							69	0	0	39	115 248	
TO: Curtner Ave.													
FROM: Curtner Ave.													
PRESENT	27,400	35	35	35	1.0	1.0		70	0	0	52	139 300	
FUTURE	12,800							67	0	0	0	77 181	
TO: Almaden Expwy.													

		SPEED				TRUCK%		MEASURED	Ldn 50'	CONTOUR DISTANCE(FEET)				
		ADT	AU	MT	HT	MT	HT	Ldn @ ft		80	75	70	65	60
47 MURPHY AVE.														
FROM: Oakland Rd.														
PRESENT	31,300	35	35	35	1.0	1.0		71	0	0	59	152	328	
FUTURE	44,900							72	0	27	85	194	417	
TO: Lundy Ave.														
FROM: Lundy Ave.														
PRESENT	33,200	35	35	35	1.0	1.0		71	0	0	63	158	341	
FUTURE	33,200							71	0	0	63	158	341	
TO: Hostetter Rd.														
48 NAGLEE AVE.														
FROM: Bascom Ave.														
PRESENT	12,000	25	25	25	1.0	1.0		63	0	0	0	34	105	
FUTURE	15,500							64	0	0	0	44	125	
TO: SR-82														
49 NEWHALL ST.														
FROM: Saratoga Ave.														
PRESENT	11,100	25	25	25	1.0	1.0		63	0	0	0	32	100	
FUTURE	18,500							65	0	0	0	53	140	
TO: Winchester Blvd.														
FROM: Winchester Blvd.														
PRESENT	9,400	25	25	25	1.0	1.0		62	0	0	0	27	85	
FUTURE	12,500							64	0	0	0	36	108	
TO: Monroe Ave.														
FROM: Monroe St.														
PRESENT	12,100	25	25	25	1.0	1.0		63	0	0	0	34	106	
FUTURE	19,000							65	0	0	0	54	143	
TO: Washington St.														
50 OAKLAND RD.														
FROM: Montague Expwy.														
PRESENT	11,800	35	35	35	1.0	1.0		67	0	0	0	71	171	
FUTURE	15,000							68	0	0	28	90	201	
TO: Brokaw Rd.														
FROM: Brokaw Rd.														
PRESENT	8,400	35	35	35	1.0	2.0		66	0	0	0	61	156	
FUTURE	16,100							69	0	0	37	111	240	
TO: Bayshore Fwy.														
51 OCALA AVE.														
FROM: King Rd.														
PRESENT	NA	25	25	25	1.0	1.0			0	0	0	0	0	
FUTURE	13,600							64	0	0	0	39	114	
TO: Capitol Expwy.														
FROM: Capitol Expwy.														
PRESENT	NA	25	25	25	1.0	1.0			0	0	0	0	0	
FUTURE	19,400							65	0	0	0	55	145	
TO: White Rd.														
52 PARK AVE.														
FROM: Meridian Ave.														
PRESENT	8,000	25	25	25	1.0	1.0		62	0	0	0	0	72	
FUTURE	11,500							63	0	0	0	33	102	
TO: SR-82														

	ADT	SPEED =====			TRUCK% =====		MEASURED =====	Ldn 50'	CONTOUR DISTANCE(FEET) =====				
		AU	MT	HT	MT	HT	Ldn @ ft		80	75	70	65	60
52 PARK AVE.													
FROM: SR-82													
PRESENT	NA	25	25	25	1.0	1.0			0	0	0	0	0
FUTURE	15,300							64	0	0	0	44	124
TO: SR-87													
FROM: SR-87													
PRESENT	NA	25	25	25	1.0	1.0			0	0	0	0	0
FUTURE	26,900							67	0	0	0	76	180
TO: Almaden Blvd.													
FROM: Almaden Blvd.													
PRESENT	NA	25	25	25	1.0	1.0			0	0	0	0	0
FUTURE	19,900							66	0	0	0	57	147
TO: Market St.													
53 PIERCY RD.													
FROM: Silver Creek Valley Rd.													
PRESENT	NA	25	25	25	1.0	1.0			0	0	0	0	0
FUTURE	11,500							63	0	0	0	33	102
TO: Silicon Valley Blvd.													
54 PROSPECT RD.													
FROM: SR-85													
PRESENT	14,900	35	35	35	1.0	1.0		68	0	0	28	89	200
FUTURE	19,000							69	0	0	36	109	235
TO: Saratoga Ave.													
55 QUIMBY RD.													
FROM: Tully Rd.													
PRESENT	8,500	35	35	35	1.0	1.0		65	0	0	0	51	138
FUTURE	12,200							67	0	0	0	73	175
TO: Capitol Expwy.													
FROM: Capitol Expwy.													
PRESENT	22,300	35	35	35	1.0	1.0		69	0	0	42	121	262
FUTURE	23,300							69	0	0	44	125	270
TO: Ruby Ave.													
56 QUITO RD.													
FROM: Saratoga Ave.													
PRESENT	47,600	35	35	35	1.0	1.0		73	0	29	90	201	434
FUTURE	26,900							70	0	0	51	138	297
TO: Cox Ave.													
FROM: Cox Ave.													
PRESENT	16,100	35	35	35	1.0	1.0		68	0	0	31	97	211
FUTURE	17,400							68	0	0	33	103	222
TO: SR-85													
57 SAN CARLOS ST.													
FROM: Bascom Ave.													
PRESENT	18,000	25	25	25	1.0	1.0		65	0	0	0	51	138
FUTURE	20,600							66	0	0	0	59	151
TO: Leigh Ave.													
FROM: Leigh Ave.													
PRESENT	10,200	25	25	25	1.0	1.0		63	0	0	0	29	92
FUTURE	19,200							65	0	0	0	55	144
TO: Meridian Ave.													

(A-15)

ADT	SPEED =====			TRUCK% =====		MEASURED	Ldn 50'	CONTOUR DISTANCE(FEET) =====				
	AU	MT	HT	MT	HT	Ldn @ ft		80	75	70	65	60
57 SAN CARLOS ST.												
FROM: Meridian Ave.												
PRESENT	8,100	25	25	25	1.0	1.0	62	0	0	0	0	73
FUTURE	21,800						66	0	0	0	62	157
TO: Lincoln Ave.												
FROM: Lincoln Ave.												
PRESENT	14,100	25	25	25	1.0	1.0	64	0	0	0	40	117
FUTURE	18,300						65	0	0	0	52	139
TO: Bird Ave.												
FROM: Market St.												
PRESENT	5,600	25	25	25	1.0	1.0	60	0	0	0	0	50
FUTURE	24,800						66	0	0	0	71	171
TO: 4th St.												
58 SAN FELIPE RD.												
FROM: Aborn Rd.												
PRESENT	NA	25	25	25	1.0	1.0		0	0	0	0	0
FUTURE	17,100						65	0	0	0	49	133
TO: Yerba Buena Rd.												
FROM: Yerba Buena Rd.												
PRESENT	NA	25	25	25	1.0	1.0		0	0	0	0	0
FUTURE	23,300						66	0	0	0	66	164
TO: The Villages Pkwy.												
59 SANTA CLARA ST.												
FROM: Autumn St.												
PRESENT	21,600	25	25	25	1.0	1.0	66	0	0	0	61	156
FUTURE	18,100						65	0	0	0	51	138
TO: SR-87												
FROM: SR-87												
PRESENT	11,200	25	25	25	1.0	1.0	63	0	0	0	32	100
FUTURE	21,800						66	0	0	0	62	157
TO: Market St.												
FROM: Market St.												
PRESENT	11,800	25	25	25	1.0	1.0	63	0	0	0	34	104
FUTURE	19,400						65	0	0	0	55	145
TO: 4th St.												
FROM: 4th St.												
PRESENT	6,300	25	25	25	1.0	1.0	61	0	0	0	0	57
FUTURE	21,900						66	0	0	0	62	157
TO: 11th St.												
FROM: 11th St.												
PRESENT	11,700	25	25	25	1.0	1.0	63	0	0	0	33	103
FUTURE	16,200						65	0	0	0	46	128
TO: Bayshore Fwy.												
60 SANTA TERESA BLVD.												
FROM: SR-85												
PRESENT	37,000	35	35	35	1.0	1.0	71	0	0	70	170	367
FUTURE	37,300						72	0	0	71	171	369
TO: Blossom Hill Rd.												

	ADT	SPEED =====			TRUCK% =====		MEASURED =====		Ldn 50'	CONTOUR DISTANCE(FEET) =====				
		AU	MT	HT	MT	HT	Ldn @ ft			80	75	70	65	60
60 SANTA TERESA BLVD.														
FROM: Blossom Hill Rd.														
PRESENT	37,000	35	35	35	1.0	1.0			71	0	0	70	170	367
FUTURE	16,200								68	0	0	31	97	212
TO: Coleman Rd.														
FROM: Coleman Rd.														
PRESENT	9,200	35	35	35	1.0	1.0			65	0	0	0	55	145
FUTURE	20,700								69	0	0	39	116	249
TO: Vista Park Dr.														
FROM: Vista Park Dr.														
PRESENT	20,400	35	35	35	1.0	1.0			69	0	0	39	114	247
FUTURE	8,500								65	0	0	0	51	138
TO: Snell Ave.														
FROM: Snell Ave.														
PRESENT	19,800	35	35	35	1.0	1.0			69	0	0	38	112	242
FUTURE	11,200								66	0	0	0	67	165
TO: Cottle Rd.														
FROM: Cottle Rd.														
PRESENT	14,200	35	35	35	1.0	1.0			67	0	0	27	85	194
FUTURE	15,700								68	0	0	30	94	207
TO: Bernal Rd.														
FROM: Bernal Rd.														
PRESENT	NA	35	35	35	1.0	1.0				0	0	0	0	0
FUTURE	14,200								67	0	0	27	85	194
TO: Coyote Valley Pkwy.														
61 SARATOGA AVE.														
FROM: Cox Ave.														
PRESENT	49,000	35	35	35	1.0	1.0			73	0	29	93	205	442
FUTURE	25,700								70	0	0	49	134	288
TO: Lawrence Expwy.														
FROM: Lawrence Expwy.														
PRESENT	22,600	35	35	35	1.0	1.0			69	0	0	43	123	264
FUTURE	24,000								70	0	0	46	128	275
TO: Doyle Rd.														
FROM: Doyle Rd.														
PRESENT	26,200	35	35	35	1.0	1.0			70	0	0	50	135	291
FUTURE	30,300								71	0	0	58	149	321
TO: I-280														
FROM: I-280														
PRESENT	34,100	35	35	35	1.0	1.0			71	0	0	65	161	347
FUTURE	20,800								69	0	0	39	116	250
TO: San Tomas Expwy.														
62 SARATOGA-SUNNYVALE RD.														
FROM: Stevens Creek Blvd.														
PRESENT	17,600	35	35	35	1.0	1.0			68	0	0	33	104	224
FUTURE	28,700								70	0	0	54	144	310
TO: SR-85														

(A-17)

	ADT	SPEED =====			TRUCKS =====		MEASURED =====	Ldn 50'	CONTOUR DISTANCE(FEET) =====				
		AU	MT	HT	MT	HT	Ldn @ ft		80	75	70	65	60
62 SARATOGA-SUNNYVALE RD.													
FROM: SR-85													
PRESENT	26,400	35	35	35	1.0	1.0		70	0	0	50	136	293
FUTURE	19,300							69	0	0	37	110	238
TO: Cox Ave.													
63 SCHELLER AVE.													
FROM: Santa Teresa Blvd.													
PRESENT	NA	35	35	35	1.0	1.0			0	0	0	0	0
FUTURE	5,500							63	0	0	0	33	103
TO: Monterey Hwy.													
64 SENTER RD.													
FROM: Story Rd.													
PRESENT	26,800	35	35	35	1.0	1.0		70	0	0	51	137	296
FUTURE	26,500							70	0	0	50	136	294
TO: Phelan Ave.													
FROM: Phelan Ave.													
PRESENT	21,500	35	35	35	1.0	1.0		69	0	0	41	119	255
FUTURE	22,700							69	0	0	43	123	265
TO: Tully Rd.													
FROM: Tully Rd.													
PRESENT	30,000	35	35	35	1.0	1.0		71	0	0	57	148	319
FUTURE	24,700							70	0	0	47	130	280
TO: Capitol Expwy.													
FROM: Capitol Expwy.													
PRESENT	28,200	35	35	35	1.0	1.0		70	0	0	54	142	306
FUTURE	10,300							66	0	0	0	62	156
TO: Hellyer Ave.													
65 SILICON VALLEY BLVD.													
FROM: South Valley Fwy.													
PRESENT	NA	25	25	25	1.0	1.0			0	0	0	0	0
FUTURE	10,000							63	0	0	0	28	90
TO: Piercy Rd.													
66 SILVER CREEK VALLEY RD.													
FROM: Coyote Rd.													
PRESENT	NA	25	25	25	1.0	1.0			0	0	0	0	0
FUTURE	6,000							60	0	0	0	0	54
TO: Hellyer Ave.													
67 SNELL AVE.													
FROM: Capitol Expwy.													
PRESENT	20,300	25	25	25	1.0	1.0		66	0	0	0	58	149
FUTURE	15,500							64	0	0	0	44	125
TO: Branham Ln.													
FROM: Branham Ln.													
PRESENT	23,600	25	25	25	1.0	1.0		66	0	0	0	67	165
FUTURE	12,200							63	0	0	0	35	106
TO: Blossom Hill Rd.													
FROM: Blossom Hill Rd.													
PRESENT	11,200	25	25	25	1.0	1.0		63	0	0	0	32	100
FUTURE	12,200							63	0	0	0	35	106
TO: Santa Teresa Blvd.													

	ADT	SPEED =====			TRUCK% =====		MEASURED =====		Ldn 50'	CONTOUR DISTANCE(FEET) =====				
		AU	MT	HT	MT	HT	Ldn @	ft		80	75	70	65	60
68 SOBRATO INTERNAL														
FROM: West End														
PRESENT	NA	25	25	25	1.0	1.0				0	0	0	0	0
FUTURE	18,100								65	0	0	0	51	138
TO: Coyote Valley Pkwy.														
FROM: Coyote Valley Pkwy.														
PRESENT	NA	25	25	25	1.0	1.0				0	0	0	0	0
FUTURE	13,000								64	0	0	0	37	111
TO: New Collector														
FROM: New Collector														
PRESENT	NA	25	25	25	1.0	1.0				0	0	0	0	0
FUTURE	10,200								63	0	0	0	29	92
TO: Monterey Hwy.														
69 ST. JAMES ST.														
FROM: SR-87														
PRESENT	11,800	25	25	25	1.0	1.0			63	0	0	0	34	104
FUTURE	10,600								63	0	0	0	30	95
TO: Market St.														
FROM: Market St.														
PRESENT	12,100	25	25	25	1.0	1.0			63	0	0	0	34	106
FUTURE	13,500								64	0	0	0	38	114
TO: 4th St.														
FROM: 4th St.														
PRESENT	22,000	25	25	25	1.0	1.0			66	0	0	0	63	158
FUTURE	13,200								64	0	0	0	38	112
TO: 10th St.														
FROM: 10th St.														
PRESENT	22,600	25	25	25	1.0	1.0			66	0	0	0	64	160
FUTURE	10,800								63	0	0	0	31	97
TO: 13th St.														
FROM: 13th St.														
PRESENT	22,400	25	25	25	1.0	1.0			66	0	0	0	64	159
FUTURE	8,000								62	0	0	0	0	72
TO: 19th St.														
70 STEVENS CREEK BLVD.														
FROM: Miller Ave.														
PRESENT	52,200	35	35	35	1.0	1.0			73	0	31	99	214	461
FUTURE	29,600								70	0	0	56	147	316
TO: I-280														
FROM: I-280														
PRESENT	23,500	35	35	35	1.0	1.0			69	0	0	45	126	271
FUTURE	28,000								70	0	0	53	141	305
TO: San Tomas Expwy.														
FROM: San Tomas Expwy.														
PRESENT	25,400	35	35	35	1.0	1.0			70	0	0	48	133	285
FUTURE	35,300								71	0	0	67	165	356
TO: Winchester Blvd.														

	ADT	SPEED =====			TRUCKS =====		MEASURED	Ldn 50'	CONTOUR DISTANCE(FEET) =====				
		AU	MT	HT	MT	HT	Ldn @ ft		80	75	70	65	60
70 STEVENS CREEK BLVD.													
FROM: Winchester Blvd.													
PRESENT	29,700	35	35	35	1.0	1.0		71	0	0	56	147	317
FUTURE	45,800							72	0	28	87	196	423
TO: Bascom Ave.													
71 STORY RD.													
FROM: Senter Rd.													
PRESENT	17,200	35	35	35	1.0	1.0		68	0	0	33	102	220
FUTURE	6,400							64	0	0	0	38	114
TO: McLaughlin Ave.													
FROM: McLaughlin Ave.													
PRESENT	24,400	35	35	35	1.0	1.0		70	0	0	46	129	278
FUTURE	24,300							70	0	0	46	129	277
TO: King Rd.													
FROM: King Rd.													
PRESENT	21,000	35	35	35	1.0	1.0		69	0	0	40	117	251
FUTURE	17,200							68	0	0	33	102	220
TO: Capitol Expwy.													
FROM: Capitol Expwy.													
PRESENT	38,400	35	35	35	1.0	1.0		72	0	0	73	175	376
FUTURE	21,600							69	0	0	41	119	256
TO: White Rd.													
72 TAYLOR ST.													
FROM: SR-82													
PRESENT	15,000	25	25	25	1.0	1.0		64	0	0	0	43	122
FUTURE	17,600							65	0	0	0	50	136
TO: SR-87													
FROM: SR-87													
PRESENT	24,100	25	25	25	1.0	1.0		66	0	0	0	69	167
FUTURE	25,100							67	0	0	0	71	172
TO: 1st St.													
FROM: 1st St.													
PRESENT	24,700	25	25	25	1.0	1.0		66	0	0	0	70	170
FUTURE	16,800							65	0	0	0	48	132
TO: 4th St.													
FROM: 4th St.													
PRESENT	17,800	25	25	25	1.0	1.0		65	0	0	0	51	137
FUTURE	13,100							64	0	0	0	37	112
TO: 10th St.													
FROM: 10th St.													
PRESENT	13,000	25	25	25	1.0	1.0		64	0	0	0	37	111
FUTURE	12,500							64	0	0	0	36	108
TO: Bayshore Fwy.													
73 TRADE ZONE BLVD.													
FROM: Montague Expwy.													
PRESENT	25,800	35	35	35	1.0	1.0		70	0	0	49	134	288
FUTURE	22,700							69	0	0	43	123	265
TO: Capitol Ave.													

		SPEED			TRUCK%		MEASURED		CONTOUR DISTANCE (FEET)				
	ADT	=====	=====	=====	=====	=====	Ldn	=====	=====	=====	=====	=====	
		AU	MT	HT	MT	HT	Ldn @ ft	50'	80	75	70	65	60
74 TRIMBLE RD.													
FROM: De La Cruz Blvd.													
PRESENT	30,200	35	35	35	1.0	1.0		71	0	0	57	149	320
FUTURE	28,400							70	0	0	54	143	308
TO: 1st St.													
FROM: 1st St.													
PRESENT	16,600	35	35	35	1.0	1.0		68	0	0	32	100	215
FUTURE	22,000							69	0	0	42	120	259
TO: Montague Expwy.													
75 TULLY RD.													
FROM: Curtner Ave.													
PRESENT	24,000	35	35	35	1.0	1.0		70	0	0	46	128	275
FUTURE	14,700							67	0	0	28	88	198
TO: 7th St.													
FROM: 7th St.													
PRESENT	29,700	35	35	35	1.0	1.0		71	0	0	56	147	317
FUTURE	17,800							68	0	0	34	105	225
TO: Senter Rd.													
FROM: Senter Rd.													
PRESENT	47,900	35	35	35	1.0	1.0		73	0	29	91	202	436
FUTURE	17,000							68	0	0	32	101	218
TO: Bayshore Fwy.													
FROM: Bayshore Fwy.													
PRESENT	46,600	35	35	35	1.0	1.0		72	0	28	88	199	428
FUTURE	37,400							72	0	0	71	171	369
TO: Quimby Rd.													
FROM: Quimby Rd.													
PRESENT	30,400	35	35	35	1.0	1.0		71	0	0	58	149	322
FUTURE	25,300							70	0	0	48	132	285
TO: Ruby Ave.													
76 UNION AVE.													
FROM: Curtner Ave.													
PRESENT	28,600	35	35	35	1.0	1.0		70	0	0	54	143	309
FUTURE	14,200							67	0	0	27	85	194
TO: Camden Ave.													
FROM: Camden Ave.													
PRESENT	52,400	35	35	35	1.0	1.0		73	0	31	100	215	463
FUTURE	15,300							68	0	0	29	92	204
TO: Los Gatos-Almaden Rd.													
FROM: Los Gatos-Almaden Rd.													
PRESENT	19,800	35	35	35	1.0	1.0		69	0	0	38	112	242
FUTURE	6,300							64	0	0	0	38	113
TO: Blossom Hil Rd.													
77 VISTAPARK DR.													
FROM: Curtner Ave.													
PRESENT	NR	25	25	25	1.0	1.0		-	0	0	0	0	0
FUTURE	19,800							66	0	0	0	56	147
TO: Hillsdale Ave.													

	ADT	SPEED =====			TRUCK% =====		MEASURED =====	Ldn 50'	CONTOUR DISTANCE(FEET) =====				
		AU	MT	HT	MT	HT			Ldn @ ft	80	75	70	65
77 VISTAPARK DR.													
FROM: Capitol Expwy.													
PRESENT	NA	25	25	25	1.0	1.0			0	0	0	0	
FUTURE	14,300						64		0	0	0	41 118	
TO: SR-85													
78 WHITE RD.													
FROM: Mabury Rd.													
PRESENT	18,000	35	35	35	1.0	1.0	68		0	0	34	105 227	
FUTURE	11,900						67		0	0	0	71 172	
TO: McKee Rd.													
FROM: McKee Rd.													
PRESENT	10,800	35	35	35	1.0	1.0	66		0	0	0	65 161	
FUTURE	9,200						65		0	0	0	55 145	
TO: Story Rd.													
FROM: Story Rd.													
PRESENT	5,800	35	35	35	1.0	1.0	63		0	0	0	35 107	
FUTURE	20,000						69		0	0	38	113 243	
TO: Ocala Ave.													
FROM: Ocala Ave.													
PRESENT	10,300	35	35	35	1.0	1.0	66		0	0	0	62 156	
FUTURE	23,600						70		0	0	45	126 272	
TO: Tully Rd.													
FROM: Tully Rd.													
PRESENT	10,900	35	35	35	1.0	1.0	66		0	0	0	65 162	
FUTURE	18,300						68		0	0	35	106 229	
TO: Aborn Rd.													
79 WILLIAMS RD.													
FROM: Moorpark Ave.													
PRESENT	7,500	25	25	25	1.0	1.0	61		0	0	0	0 67	
FUTURE	10,600						63		0	0	0	30 95	
TO: Saratoga Ave.													
FROM: Saratoga Ave.													
PRESENT	25,300	25	25	25	1.0	1.0	67		0	0	0	72 173	
FUTURE	13,100						64		0	0	0	37 112	
TO: Winchester Blvd.													
80 WINCHESTER BLVD.													
FROM: Newhall St.													
PRESENT	18,600	35	35	35	1.0	1.0	68		0	0	35	108 232	
FUTURE	22,500						69		0	0	43	122 263	
TO: Stevens Creek Blvd.													
FROM: Stevens Creek Blvd.													
PRESENT	25,200	35	35	35	1.0	1.0	70		0	0	48	132 284	
FUTURE	34,700						71		0	0	66	163 351	
TO: I-280													
FROM: I-280													
PRESENT	45,900	35	35	35	1.0	1.0	72		0	28	87	197 424	
FUTURE	25,400						70		0	0	48	133 285	
TO: Williams Rd.													

	ADT	SPEED =====				TRUCK% =====		MEASURED =====	Ldn 50'	CONTOUR DISTANCE(FEET) =====				
		AU	MT	HT	MT	HT	Ldn @ ft			80	75	70	65	60
80 WINCHESTER BLVD.														
FROM: Williams Rd.														
PRESENT 40,700	35	35	35	1.0	1.0			72	0	0	77	181	391	
FUTURE 21,100								69	0	0	40	117	252	
TO: Hamilton Ave.														
81 WINFIELD BLVD.														
FROM: Chynoweth Ave.														
PRESENT NA	25	25	25	1.0	1.0				0	0	0	0	0	
FUTURE 13,200								64	0	0	0	38	112	
TO: Blossom Hill Rd.														
FROM: Blossom Hill Rd.														
PRESENT NA	25	25	25	1.0	1.0				0	0	0	0	0	
FUTURE 17,600								65	0	0	0	50	136	
TO: Almaden Expwy.														
82 YERBA BUENA RD.														
FROM: Bayshore Fwy.														
PRESENT NA	35	35	35	1.0	1.0				0	0	0	0	0	
FUTURE 17,500								68	0	0	33	103	223	
TO: Silver Creek Rd.														
FROM: Silver Creek Rd.														
PRESENT NA	35	35	35	1.0	1.0				0	0	0	0	0	
FUTURE 19,800								69	0	0	38	112	242	
TO: San Felipe Rd.														
83 ZANKER RD.														
FROM: SR-237														
PRESENT 16,500	35	35	35	1.0	1.0			68	0	0	31	99	214	
FUTURE 28,000								70	0	0	53	141	305	
TO: Montague Expwy.														
FROM: Montague Expwy.														
PRESENT 13,500	35	35	35	1.0	1.0			67	0	0	26	81	187	
FUTURE 21,200								69	0	0	40	117	253	
TO: Trimble Rd.														
FROM: Trimble Rd.														
PRESENT 22,300	35	35	35	1.0	1.0			69	0	0	42	121	262	
FUTURE 26,000								70	0	0	49	135	290	
TO: Brokaw Rd.														
84 1ST ST.														
FROM: SR-237														
PRESENT 10,100	35	35	35	1.0	1.0			66	0	0	0	61	154	
FUTURE 20,600								69	0	0	39	115	248	
TO: Tasman Dr.														
FROM: Tasman Dr.														
PRESENT 25,000	35	35	35	1.0	1.0			70	0	0	47	131	282	
FUTURE 28,800								70	0	0	55	144	310	
TO: Montague Expwy.														
FROM: Montague Expwy.														
PRESENT 12,500	35	35	35	1.0	1.0			67	0	0	0	75	178	
FUTURE 44,700								72	0	27	85	193	416	
TO: Trimble Rd.														

ADT	SPEED =====			TRUCK% =====		MEASURED Ldn @ ft	Ldn 50'	CONTOUR DISTANCE (FEET) =====					
	AU	MT	HT	MT	HT			80	75	70	65	60	
84 1ST ST.													
FROM: Trimble Rd.													
	PRESENT	21,000	35	35	35	1.0	1.0	69	0	0	40	117	251
	FUTURE	28,500						70	0	0	54	143	308
TO: Guadalupe Pkwy.													
FROM: Guadalupe Pkwy.													
	PRESENT	22,500	35	35	35	1.0	1.0	69	0	0	43	122	263
	FUTURE	20,500						69	0	0	39	115	247
TO: Brokaw Rd.													
FROM: Brokaw Rd.													
	PRESENT	21,900	35	35	35	1.0	1.0	69	0	0	42	120	259
	FUTURE	25,700						70	0	0	49	134	288
TO: Skyport Dr.													
FROM: Skyport Dr.													
	PRESENT	50,400	25	25	25	1.0	1.0	70	0	0	45	127	274
	FUTURE	18,400						65	0	0	0	52	140
TO: I-880													
FROM: I-880													
	PRESENT	19,100	25	25	25	1.0	1.0	65	0	0	0	54	143
	FUTURE	26,500						67	0	0	0	75	178
TO: Hedding St.													
FROM: Hedding St.													
	PRESENT	12,900	25	25	25	1.0	1.0	64	0	0	0	37	110
	FUTURE	19,600						65	0	0	0	56	146
TO: Taylor St.													
85 2ND ST.													
FROM: San Carlos St.													
	PRESENT	NA	25	25	25	1.0	1.0		0	0	0	0	0
	FUTURE	24,000						66	0	0	0	68	167
TO: Virginia St.													
FROM: Virginia St.													
	PRESENT	NA	25	25	25	1.0	1.0		0	0	0	0	0
	FUTURE	21,000						66	0	0	0	60	153
TO: Keyes St.													
FROM: Keyes St.													
	PRESENT	NA	25	25	25	1.0	1.0		0	0	0	0	0
	FUTURE	12,100						63	0	0	0	34	106
TO: SR-82													
86 4TH ST.													
FROM: Bayshore Fwy.													
	PRESENT	18,000	25	25	25	1.0	1.0	65	0	0	0	51	138
	FUTURE	16,700						65	0	0	0	47	131
TO: Taylor St.													
FROM: Taylor St.													
	PRESENT	24,800	25	25	25	1.0	1.0	66	0	0	0	71	171
	FUTURE	12,000						63	0	0	0	34	105
TO: Julian St.													

	ADT	SPEED =====			TRUCK% =====		MEASURED =====	Ldn 50'	CONTOUR DISTANCE(FEET) =====				
		AU	MT	HT	MT	HT	Ldn @ ft		80	75	70	65	60
86 4TH ST.													
FROM: Julian St.													
PRESENT	21,800	25	25	25	1.0	1.0		66	0	0	0	62 157	
FUTURE	16,100							65	0	0	0	46 128	
TO: San Fernando St.													
FROM: San Fernando St.													
PRESENT	13,500	25	25	25	1.0	1.0		64	0	0	0	38 114	
FUTURE	20,000							66	0	0	0	57 148	
TO: I-280													
87 7TH ST.													
FROM: San Carlos St.													
PRESENT	16,800	25	25	25	1.0	1.0		65	0	0	0	48 132	
FUTURE	7,000							61	0	0	0	0 63	
TO: Keyes St.													
88 10TH ST.													
FROM: I-880													
PRESENT	26,900	25	25	25	1.0	1.0		67	0	0	0	76 180	
FUTURE	15,000							64	0	0	0	43 122	
TO: Hedding St.													
FROM: Hedding St.													
PRESENT	19,500	25	25	25	1.0	1.0		65	0	0	0	55 145	
FUTURE	17,000							65	0	0	0	48 133	
TO: Julian St.													
FROM: Julian St.													
PRESENT	20,000	25	25	25	1.0	1.0		66	0	0	0	57 148	
FUTURE	13,000							64	0	0	0	37 111	
TO: Santa Clara St.													
FROM: Santa Clara St.													
PRESENT	17,300	25	25	25	1.0	1.0		65	0	0	0	49 134	
FUTURE	19,000							65	0	0	0	54 143	
TO: I-280													
FROM: I-280													
PRESENT	30,500	25	25	25	1.0	1.0		67	0	0	27	87 196	
FUTURE	25,500							67	0	0	0	73 174	
TO: Keyes St.													
89 13TH ST.													
FROM: Hedding St.													
PRESENT	18,400	25	25	25	1.0	1.0		65	0	0	0	52 140	
FUTURE	13,000							64	0	0	0	37 111	
TO: Taylor St.													
FROM: Taylor St.													
PRESENT	14,900	25	25	25	1.0	1.0		64	0	0	0	42 122	
FUTURE	9,600							62	0	0	0	27 86	
TO: Julian St.													
90 SR-17													
FROM: I-280													
PRESENT	107,100	55	55	55	2.2	2.0		82	72	173	372	801 1726	
FUTURE	95,300							81	64	160	344	741 1597	
TO: Hamilton Ave.													

ADT	SPEED =====			TRUCK% =====		MEASURED	Ldn 50'	CONTOUR DISTANCE(FEET) =====				
	AU	MT	HT	MT	HT	Ldn @ ft		80	75	70	65	60
90 SR-17												
FROM: Hamilton Ave.												
PRESENT	74,100	55	55	55	2.2	2.0	80	50	135	291	627	1350
FUTURE	66,800						80	45	126	271	585	1260
TO: San Tomas Expwy.												
FROM: San Tomas Expwy.												
PRESENT	56,200	55	55	55	2.5	4.7	80	47	130	281	605	1303
FUTURE	62,000						80	52	139	300	646	1391
TO: SR-85												
FROM: SR-85												
PRESENT	44,000	55	55	55	2.5	4.7	79	37	111	238	514	1107
FUTURE	58,000						80	49	133	287	618	1331
TO: Blossom Hill Rd.												
91 SR-82												
FROM: Bellomy St.												
PRESENT	64,700	45	45	45	4.7	1.8	78	29	92	204	440	947
FUTURE	26,600						74	0	38	113	243	524
TO: I-880												
FROM: I-880												
PRESENT	36,000	45	45	45	4.2	1.8	75	0	50	136	294	633
FUTURE	27,200						74	0	38	113	244	525
TO: Naglee Ave.												
FROM: Naglee Ave.												
PRESENT	33,200	45	45	45	4.2	1.8	75	0	46	129	278	600
FUTURE	23,100						73	0	32	101	219	471
TO: Race St.												
FROM: Race St.												
PRESENT	29,000	45	45	45	4.2	1.8	74	0	41	118	254	548
FUTURE	15,550						71	0	0	69	168	362
TO: Autumn/Montgomery												
FROM: Autumn/Montgomery												
PRESENT	9,000	45	45	45	4.2	1.8	69	0	0	40	117	251
FUTURE	16,700						72	0	0	74	176	379
TO: Park Ave.												
FROM: Park Ave.												
PRESENT	12,900	45	45	45	4.2	1.8	71	0	0	57	148	319
FUTURE	27,400						74	0	38	114	245	528
TO: Bird Ave.												
FROM: Bird Ave.												
PRESENT	16,800	45	45	45	4.2	1.8	72	0	0	74	177	381
FUTURE	17,600						72	0	0	78	182	393
TO: SR-87												
FROM: SR-87												
PRESENT	16,700	45	45	45	7.1	2.2	72	0	27	85	194	417
FUTURE	20,400						73	0	33	103	221	476
TO: Market St.												

		SPEED =====			TRUCK% =====		MEASURED =====		Ldn 50'	CONTOUR DISTANCE(FEET) =====					
	ADT	AU	MT	HT	MT	HT	Ldn	@ ft		80	75	70	65	60	
91 SR-82															
FROM: Market St.															
PRESENT	16,300	45	45	45	7.1	2.2			72	0	26	83	190	410	
FUTURE	25,500								74	0	41	119	257	553	
TO: Reed St.															
FROM: Reed St.															
PRESENT	39,200	45	45	45	7.1	2.2			76	0	63	159	342	736	
FUTURE	30,200								75	0	49	133	287	619	
TO: I-280															
FROM: I-280															
PRESENT	35,000	45	45	45	3.7	1.0			74	0	44	124	267	575	
FUTURE	20,700								72	0	26	81	188	405	
TO: Keyes St.															
FROM: Keyes St.															
PRESENT	51,700	45	45	45	2.9	0.8			76	0	61	154	332	716	
FUTURE	46,700								75	0	55	144	310	669	
TO: Alma Ave.															
FROM: Alma Ave.															
PRESENT	22,800	45	45	45	2.2	3.4			73	0	35	108	232	501	
FUTURE	47,800								77	0	74	177	381	821	
TO: Phelan Ave.															
FROM: Phelan Ave.															
PRESENT	41,800	45	45	45	2.2	3.4			76	0	65	162	348	750	
FUTURE	46,000								77	0	72	172	371	800	
TO: Tully Rd.															
FROM: Tully Rd.															
PRESENT	37,200	50	50	50	2.2	3.4			77	0	72	173	373	804	
FUTURE	38,100								77	0	74	176	379	817	
TO: Capitol Expwy.															
FROM: Capitol Expwy.															
PRESENT	66,000	50	50	50	2.2	3.4			79	40	118	254	547	1178	
FUTURE	29,600								76	0	57	149	320	690	
TO: U.S.101/Blossom Hill															
92 SR-85															
FROM: Stevens Creek Blvd.															
PRESENT	NR	55	55	55	2.0	0.0				0	0	0	0	0	
FUTURE	86,100								83	102	219	473	1018	2193	
TO: Saratoga-Sunnyvale Rd.															
FROM: Saratoga-Sunnyvale Rd.															
PRESENT	NR	55	55	55	2.0	0.0				0	0	0	0	0	
FUTURE	81,200								83	97	211	454	979	2109	
TO: Saratoga Ave.															
FROM: Saratoga Ave.															
PRESENT	NR	55	55	55	2.0	0.0				0	0	0	0	0	
FUTURE	88,700								83	104	224	482	1039	2237	
TO: SR-17															

	ADT	SPEED =====			TRUCK% =====		MEASURED	Ldn 50'	CONTOUR DISTANCE(FEET) =====				
		AU	MT	HT	MT	HT	Ldn @ ft		80	75	70	65	60
92 SR-85													
FROM: SR-17													
PRESENT	NR	55	55	55	2.0	0.0			0	0	0	0	
FUTURE	82,300						83		98	213	459	988 2128	
TO: Camden Ave.													
FROM: Camden Ave.													
PRESENT	NR	55	55	55	2.0	0.0			0	0	0	0	
FUTURE	70,300						82		84	192	413	889 1916	
TO: SR-87													
FROM: SR-87													
PRESENT	NR	55	55	55	2.0	0.0			0	0	0	0	
FUTURE	73,700						82		88	198	426	918 1977	
TO: Blossom Hill Rd.													
FROM: Blossom Hill Rd.													
PRESENT	NR	55	55	55	2.0	0.0			0	0	0	0	
FUTURE	55,900						81		67	164	354	763 1645	
TO: Cottle Rd.													
FROM: Cottle Rd.													
PRESENT	NR	55	55	55	2.0	0.0			0	0	0	0	
FUTURE	41,600						80		50	135	291	627 1351	
TO: South Valley Fwy.													
93 SR-87													
FROM: 1st St.													
PRESENT	NR	50	50	50	1.0	1.0			0	0	0	0	
FUTURE	29,900						74		0	43	123	265 572	
TO: Bayshore Fwy.													
FROM: Bayshore Fwy.													
PRESENT	12,650	55	55	55	1.9	1.1	72		0	0	77	181 390	
FUTURE	61,300						79		37	112	241	519 1117	
TO: Airport Pkwy.													
FROM: Airport Pkwy.													
PRESENT	12,650	55	55	55	1.9	1.1	72		0	0	77	181 390	
FUTURE	80,400						80		49	134	288	621 1339	
TO: I-880													
FROM: I-880													
PRESENT	30,600	55	55	55	1.9	1.1	76		0	59	151	326 703	
FUTURE	80,400						80		49	134	288	621 1339	
TO: Taylor St.													
FROM: Taylor St.													
PRESENT	NA	55	55	55	1.9	1.1			0	0	0	0	
FUTURE	69,100						79		42	121	261	562 1210	
TO: Julian St.													
FROM: Julian St.													
PRESENT	NA	55	55	55	1.9	1.1			0	0	0	0	
FUTURE	83,100						80		51	137	295	635 1369	
TO: I-280													

ADT	SPEED =====			TRUCK% =====		MEASURED =====	Ldn 50'	CONTOUR DISTANCE(FEET) =====					
	AU	MT	HT	MT	HT			Ldn @ ft	80	75	70	65	60
93 SR-87													
FROM: I-280													
	PRESENT	NR	55	55	55	1.9	1.1		0	0	0	0	0
	FUTURE	93,400						81	57	148	319	687	1480
TO: Almaden Expwy.													
FROM: Almaden Expwy.													
	PRESENT	NR	55	55	55	1.9	1.1		0	0	0	0	0
	FUTURE	72,300						79	44	125	269	579	1247
TO: Curtner Ave.													
FROM: Curtner Ave.													
	PRESENT	NR	55	55	55	1.9	1.1		0	0	0	0	0
	FUTURE	77,100						80	47	130	281	604	1302
TO: Capitol Expwy.													
FROM: Capitol Expwy.													
	PRESENT	31,000	55	55	55	1.9	1.1	76	0	60	153	329	709
	FUTURE	69,700						79	42	122	262	565	1217
TO: SR-85													
94 U.S. 101													
FROM: Montague Expwy.													
	PRESENT	149,000	55	55	55	2.4	2.4	83	103	221	476	1026	2210
	FUTURE	104,800						82	73	175	377	811	1748
TO: Trimble Blvd.													
FROM: Trimble Blvd.													
	PRESENT	151,600	55	55	55	3.3	4.8	84	119	257	554	1193	2570
	FUTURE	114,900						83	99	214	460	992	2137
TO: SR-87													
FROM: SR-87													
	PRESENT	139,000	55	55	55	3.3	4.8	84	113	243	523	1126	2426
	FUTURE	84,000						82	72	173	374	805	1734
TO: 1st St.													
FROM: 1st St.													
	PRESENT	126,300	55	55	55	3.3	4.8	83	106	228	490	1056	2276
	FUTURE	70,600						81	61	154	333	717	1544
TO: 4th St.													
FROM: 4th St.													
	PRESENT	117,800	55	55	55	3.3	4.8	83	101	217	468	1008	2173
	FUTURE	90,900						82	78	183	394	848	1828
TO: I-880													
FROM: I-880													
	PRESENT	157,600	55	55	55	2.9	4.4	84	119	257	554	1194	2571
	FUTURE	111,700						83	92	204	440	949	2044
TO: Oakland Rd.													
FROM: Oakland Rd.													
	PRESENT	147,500	55	55	55	2.9	4.4	84	114	246	530	1142	2460
	FUTURE	99,300						82	82	189	407	877	1890
TO: McKee Rd.													

(A -29)

		SPEED				TRUCK%		MEASURED	Ldn 50'	CONTOUR DISTANCE(FEET)					
ADT		AU	MT	HT	MT	HT	Ldn @ ft	80		75	70	65	60		
94 U.S. 101															
FROM: McKee Rd.															
PRESENT	115,600	55	55	55	2.3	4.4		83	94	207	446	961	2070		
FUTURE	97,700							82	80	185	399	859	1850		
TO: Alum Rock Ave.															
FROM: Alum Rock Ave.															
PRESENT	130,700	55	55	55	2.7	5.8		84	112	241	520	1120	2413		
FUTURE	96,700							82	88	197	425	916	1974		
TO: I-680															
FROM: I-680															
PRESENT	153,000	55	55	55	2.5	6.1		84	126	271	583	1256	2707		
FUTURE	125,800							84	110	238	512	1103	2376		
TO: Tully Rd.															
FROM: Tully Rd.															
PRESENT	122,200	55	55	55	2.5	6.1		84	108	233	502	1082	2330		
FUTURE	105,900							83	97	212	456	983	2118		
TO: Capitol Expwy.															
FROM: Capitol Expwy.															
PRESENT	88,900	55	55	55	2.5	6.1		82	82	188	406	875	1885		
FUTURE	90,200							82	83	190	410	883	1903		
TO: Hellyer Ave.															
FROM: Hellyer Ave.															
PRESENT	81,600	55	55	55	2.5	6.1		82	75	178	384	826	1780		
FUTURE	82,100							82	76	179	385	830	1787		
TO: Blossom Hill Rd.															
FROM: Blossom Hill Rd.															
PRESENT	52,650	55	55	55	3.0	8.3		80	56	146	315	679	1462		
FUTURE	64,200							81	68	167	360	775	1669		
TO: SR-85															
FROM: SR-85															
PRESENT	NA	55	55	55	3.0	8.3			0	0	0	0	0		
FUTURE	74,000							82	79	183	395	852	1835		
TO: Scheller Ave.															
FROM: Scheller Ave.															
PRESENT	NA	55	55	55	3.4	9.4			0	0	0	0	0		
FUTURE	63,200							82	72	173	372	802	1728		
TO: South City Limit															
95 SR-237															
FROM: Lawrence Expwy.															
PRESENT	60,600	55	55	55	3.0	3.6		80	47	131	282	608	1309		
FUTURE	74,400							81	58	150	323	697	1501		
TO: Great America Pkwy.															
FROM: Great America Pkwy.															
PRESENT	71,100	55	55	55	3.0	3.6		80	56	146	314	676	1456		
FUTURE	81,200							81	63	159	343	739	1591		
TO: 1st St.															

	ADT	SPEED =====				TRUCK% =====		MEASURED =====		Ldn 50'	CONTOUR DISTANCE(FEET) =====				
		AU	MT	HT		MT	HT	Ldn	@ ft		80	75	70	65	60
95 SR-237															
FROM: 1st St.															
PRESENT	64,000	55	55	55		2.8	5.9			81	59	151	325	700	1508
FUTURE	73,900									81	68	166	358	770	1660
TO: Zanker Rd.															
FROM: Zanker Rd.															
PRESENT	64,000	55	55	55		2.8	5.9			81	59	151	325	700	1508
FUTURE	84,900									82	78	182	392	845	1820
TO: I-880															
96 I-280															
FROM: Wolfe Rd.															
PRESENT	158,300	55	55	55		1.7	1.5			83	100	215	463	997	2148
FUTURE	105,000									81	66	163	352	758	1634
TO: Stevens Creek Blvd.															
FROM: Stevens Creek Blvd.															
PRESENT	162,300	55	55	55		1.6	1.6			83	102	219	473	1018	2193
FUTURE	115,300									82	73	175	376	811	1746
TO: Saratoga Ave.															
FROM: Saratoga Ave.															
PRESENT	159,100	55	55	55		1.6	1.6			83	100	216	466	1005	2164
FUTURE	125,600									82	79	185	398	858	1849
TO: I-880															
FROM: I-880															
PRESENT	191,100	55	55	55		2.2	1.4			84	114	245	527	1136	2447
FUTURE	121,600									82	77	181	390	840	1811
TO: Meridian Ave.															
FROM: Meridian Ave.															
PRESENT	199,300	55	55	55		2.2	1.4			84	117	252	542	1168	2517
FUTURE	148,100									83	94	206	445	958	2065
TO: SR-87															
FROM: SR-87															
PRESENT	138,000	55	55	55		2.2	2.2			83	94	207	445	960	2068
FUTURE	118,200									82	81	186	402	866	1865
TO: 10th St.															
FROM: 10th St.															
PRESENT	152,500	55	55	55		2.2	2.2			83	103	221	476	1026	2210
FUTURE	128,400									82	87	197	425	915	1971
TO: Bayshore Fwy.															
97 I-680															
FROM: Calaveras Blvd.															
PRESENT	96,700	55	55	55		1.8	2.9			81	69	168	363	782	1684
FUTURE	98,200									81	70	170	367	790	1702
TO: Montague Expwy.															
FROM: Montague Expwy.															
PRESENT	96,700	55	55	55		1.6	2.5			81	66	164	353	761	1640
FUTURE	94,000									81	65	161	347	747	1609
TO: Capitol Ave.															

(A-31)

	ADT	SPEED			TRUCK%		MEASURED	Ldn 50'	CONTOUR DISTANCE (FEET)				
		AU	MT	HT	MT	HT	Ldn @ ft		80	75	70	65	60
97 I-680													
FROM: Capitol Ave.													
PRESENT	92,900	55	55	55	1.4	2.2		81	62	156	337	725	1562
FUTURE	105,700							81	70	170	367	790	1702
TO: Berryessa Rd.													
FROM: Berryessa Rd.													
PRESENT	107,000	55	55	55	1.4	2.1		81	70	171	368	792	1706
FUTURE	95,800							81	63	158	341	736	1585
TO: McKee Rd.													
FROM: McKee Rd.													
PRESENT	94,000	55	55	55	1.4	2.1		81	62	156	337	726	1565
FUTURE	92,700							81	61	155	334	720	1550
TO: Capitol Expwy.													
FROM: Capitol Expwy.													
PRESENT	97,600	55	55	55	0.9	1.0		81	57	148	319	686	1478
FUTURE	98,700							81	57	149	321	691	1489
TO: Bayshore Fwy.													
98 I-880													
FROM: Dixon Landing Rd.													
PRESENT	98,800	55	55	55	4.0	7.5		83	102	219	471	1015	2187
FUTURE	127,100							84	120	259	557	1201	2587
TO: SR-237													
FROM: SR-237													
PRESENT	98,800	55	55	55	3.8	6.6		83	97	211	454	977	2105
FUTURE	105,900							83	102	220	475	1023	2205
TO: Montague Expwy.													
FROM: Montague Expwy.													
PRESENT	99,000	55	55	55	3.8	6.6		83	97	211	454	978	2108
FUTURE	102,700							83	100	216	465	1003	2160
TO: Bayshore Fwy.													
FROM: Bayshore Fwy.													
PRESENT	121,000	55	55	55	3.8	6.5		84	111	240	517	1114	2400
FUTURE	110,000							83	105	225	485	1045	2252
TO: Coleman Ave.													
FROM: Coleman Ave.													
PRESENT	142,000	55	55	55	3.4	5.5		84	118	254	548	1181	2544
FUTURE	108,700							83	98	213	459	988	2129
TO: SR-82													
FROM: SR-82													
PRESENT	131,000	55	55	55	2.5	2.0		82	89	199	428	922	1986
FUTURE	100,800							81	68	167	359	774	1668
TO: Bascom Ave.													
FROM: Bascom Ave.													
PRESENT	137,200	55	55	55	3.1	2.5		83	99	213	460	990	2133
FUTURE	93,200							81	67	165	355	765	1648
TO: I-280													

ADT	SPEED =====				TRUCK%		MEASURED	Ldn 50'	CONTOUR DISTANCE(FEET) =====					
	AU	MT	HT		MT	HT	Ldn @ ft		80	75	70	65	60	
99 ALMADEN EXPWY.														
FROM: North End														
	PRESENT	58,600	45	45	45	2.0	2.0	77	0	77	181	391	842	
	FUTURE	41,600						75	0	55	144	311	670	
TO: Curtner Ave.														
FROM: Curtner Ave.														
	PRESENT	83,900	45	45	45	2.0	2.0	78	35	107	230	497	1070	
	FUTURE	40,200						75	0	53	141	304	655	
TO: Lincoln Ave.														
FROM: Lincoln Ave.														
	PRESENT	110,900	45	45	45	2.0	2.0	80	46	129	278	598	1289	
	FUTURE	51,500						76	0	68	166	359	773	
TO: Capitol Expwy.														
FROM: Capitol Expwy.														
	PRESENT	106,900	45	45	45	2.0	2.0	79	45	126	271	584	1257	
	FUTURE	41,500						75	0	55	144	311	669	
TO: SR-85														
FROM: SR-85														
	PRESENT	95,300	45	45	45	2.0	2.0	79	40	116	251	541	1165	
	FUTURE	51,000						76	0	67	165	356	768	
TO: Blossom Hill Rd.														
FROM: Blossom Hill Rd.														
	PRESENT	63,800	45	45	45	2.0	2.0	77	27	84	192	414	891	
	FUTURE	43,500						76	0	57	149	320	690	
TO: Coleman Rd.														
FROM: Coleman Rd.														
	PRESENT	50,400	45	45	45	2.0	2.0	76	0	66	164	354	762	
	FUTURE	44,100						76	0	58	150	323	697	
TO: Camden Ave.														
FROM: Camden Ave.														
	PRESENT	28,700	45	45	45	2.0	2.0	74	0	38	113	243	523	
	FUTURE	40,400						75	0	53	142	305	657	
TO: Trinidad Dr.														
FROM: Trinidad Dr.														
	PRESENT	28,700	45	45	45	2.0	2.0	74	0	38	113	243	523	
	FUTURE	26,100						73	0	34	106	228	491	
TO: Almaden Rd.														
FROM: Almaden Rd.														
	PRESENT	NA	45	45	45	2.0	2.0		0	0	0	0	0	
	FUTURE	25,700						73	0	34	105	226	486	
TO: Harry Rd.														
FROM: Harry Rd.														
	PRESENT	NA	45	45	45	2.0	2.0		0	0	0	0	0	
	FUTURE	30,100						74	0	40	116	251	540	
TO: McKean Rd.														

	ADT	SPEED =====			TRUCK% =====		MEASURED =====		Ldn 50'	CONTOUR DISTANCE(FEET) =====				
		AU	MT	HT	MT	HT	Ldn @ ft	80		75	70	65	60	
100 CAPITOL EXPWY.														
FROM: Almaden Expwy.														
PRESENT	69,500	45	45	45	2.0	2.0		78	29	92	203	438	944	
FUTURE	28,200							74	0	37	111	240	517	
TO: SR-87														
FROM: SR-87														
PRESENT	43,900	45	45	45	2.0	2.0		76	0	58	150	322	695	
FUTURE	38,400							75	0	51	137	295	635	
TO: SR-82														
FROM: SR-82														
PRESENT	76,900	45	45	45	2.0	2.0		78	32	101	217	469	1009	
FUTURE	38,300							75	0	51	137	294	634	
TO: Senter Rd.														
FROM: Senter Rd.														
PRESENT	77,400	45	45	45	2.0	2.0		78	32	101	218	471	1014	
FUTURE	32,000							74	0	42	121	261	563	
TO: Bayshore Fwy.														
FROM: Bayshore Fwy.														
PRESENT	67,000	45	45	45	2.0	2.0		77	28	88	198	427	921	
FUTURE	53,400							76	0	70	171	367	792	
TO: Aborn Rd.														
FROM: Aborn Rd.														
PRESENT	66,500	45	45	45	2.0	2.0		77	28	88	197	425	916	
FUTURE	42,400							75	0	56	146	315	679	
TO: Tully Rd.														
FROM: Tully Rd.														
PRESENT	93,500	45	45	45	2.0	2.0		79	39	115	248	534	1150	
FUTURE	42,000							75	0	55	145	313	674	
TO: I-680														
101 CENTRAL EXPWY.														
FROM: Lafayette St.														
PRESENT	27,400	45	45	45	2.0	2.0		74	0	36	109	235	507	
FUTURE	32,200							74	0	42	122	262	565	
TO: De La Cruz Blvd.														
102 LAWRENCE EXPWY.														
FROM: Pruneridge Ave.														
PRESENT	41,000	45	45	45	2.0	2.0		75	0	54	143	308	664	
FUTURE	38,300							75	0	51	137	294	634	
TO: Stevens Creek Blvd.														
FROM: Stevens Creek Blvd.														
PRESENT	84,700	45	45	45	2.0	2.0		78	35	108	232	500	1077	
FUTURE	34,100							75	0	45	126	272	587	
TO: Doyle Rd.														
FROM: Doyle Rd.														
PRESENT	65,600	45	45	45	2.0	2.0		77	27	87	196	421	908	
FUTURE	30,300							74	0	40	117	252	543	
TO: Prospect Rd.														

	ADT	SPEED =====			TRUCK% =====		MEASURED =====		Ldn 50'	CONTOUR DISTANCE(FEET) =====				
		AU	MT	HT	MT	HT	Ldn	@ ft		80	75	70	65	60
102 LAWRENCE EXPWY.														
FROM: Prospect Rd.														
PRESENT	72,500	45	45	45	2.0	2.0			78	30	96	209	450	971
FUTURE	27,400								74	0	36	109	235	507
TO: Quito Rd.														
103 MONTAGUE EXPWY.														
FROM: Lafayette St.														
PRESENT	84,400	45	45	45	2.0	2.0			78	35	107	231	499	1074
FUTURE	47,200								76	0	62	157	338	729
TO: 1st St.														
FROM: 1st St.														
PRESENT	74,800	45	45	45	2.0	2.0			78	31	99	214	460	991
FUTURE	22,200								73	0	29	93	205	441
TO: Trimble Rd.														
FROM: Trimble Rd.														
PRESENT	100,500	45	45	45	2.0	2.0			79	42	121	260	560	1207
FUTURE	29,100								74	0	38	114	245	528
TO: I-880														
FROM: I-880														
PRESENT	90,700	45	45	45	2.0	2.0			79	38	113	243	523	1127
FUTURE	43,800								76	0	58	149	322	694
TO: Trade Zone Blvd.														
FROM: Trade Zone Blvd.														
PRESENT	58,000	45	45	45	2.0	2.0			77	0	76	180	388	836
FUTURE	30,500								74	0	40	117	253	545
TO: I-680														
104 SAN TOMAS EXPWY.														
FROM: Saratoga Ave.														
PRESENT	90,800	45	45	45	2.0	2.0			79	38	113	243	523	1128
FUTURE	39,600								75	0	52	140	301	649
TO: I-280														
FROM: I-280														
PRESENT	86,700	45	45	45	2.0	2.0			79	36	109	236	508	1093
FUTURE	38,800								75	0	51	138	297	640
TO: Hamilton Ave.														
FROM: Hamilton Ave.														
PRESENT	80,500	45	45	45	2.0	2.0			78	34	104	224	483	1041
FUTURE	36,600								75	0	48	133	286	615
TO: Winchester Blvd.														
FROM: Winchester Blvd.														
PRESENT	98,700	45	45	45	2.0	2.0			79	41	119	257	553	1192
FUTURE	48,100								76	0	63	159	343	738
TO: SR-17														
105 SOUTH-WEST EXPWY.														
FROM: Bascom Ave.														
PRESENT	8,700	45	45	45	2.0	2.0			69	0	0	36	110	236
FUTURE	15,000								71	0	0	63	158	340
TO: Leigh Ave.														

	ADT	SPEED =====			TRUCK% =====		MEASURED =====	Ldn 50'	CONTOUR DISTANCE (FEET) =====				
		AU	MT	HT	MT	HT	Ldn @ ft		80	75	70	65	60
105 SOUTH-WEST EXHWY.													
FROM: Leigh Ave.													
PRESENT	27,000	45	45	45	2.0	2.0		74	0	36	108	233	502
FUTURE	23,000							73	0	30	96	210	451
TO: Meridian Ave.													

KEY:

ADT	=	Average Daily Traffic Volume
AU	=	Autos
MT	=	Medium Trucks (2-axles)
HT	=	Heavy Trucks (3-axles or more)
Present	=	Existing Conditions (Year 1990)
Future	=	Growth Alternative 1 (Year 2010)
NA	=	Not Available
NR	=	New Roadway

(A -36)

APPENDIX F

NOTICE OF PREPARATION AND RESPONSES TO NOTICE OF PREPARATION

**NOTICE OF PREPARATION
OF AN ENVIRONMENTAL IMPACT REPORT
FOR THE PROPOSED ADOPTION OF A
GREENLINE/URBAN GROWTH BOUNDARY BY
THE CITY OF SAN JOSE AND SANTA CLARA COUNTY**

DECEMBER 1997

Introduction

The purpose of an Environmental Impact Report (EIR) is to inform decision makers and the general public of the environmental effects of proposed projects that an agency may implement or approve. The EIR process is intended to provide information sufficient to evaluate a project and its potential for significant impacts on the environment; to examine methods of reducing adverse impacts; and to consider alternatives to the project.

In accordance with Section 15162 of the California Environmental Quality Act (CEQA) Guidelines, the City of San Jose will prepare an EIR to examine the potential environmental impacts of an adoption of a Greenline/Urban Growth Boundary (UGB) for the City of San Jose. The proposed UGB would identify the ultimate limit for urban development and extension of urban services within the City of San Jose. The UGB is proposed to be established by amendments to the text and the Land Use/Transportation Diagram of the *San Jose 2020 General Plan* and amendments to the text of the *1995 Santa Clara County General Plan*. It would be implemented and supported by amendments to the San Jose Municipal Code and by a City/County Joint Policy Statement.

Location

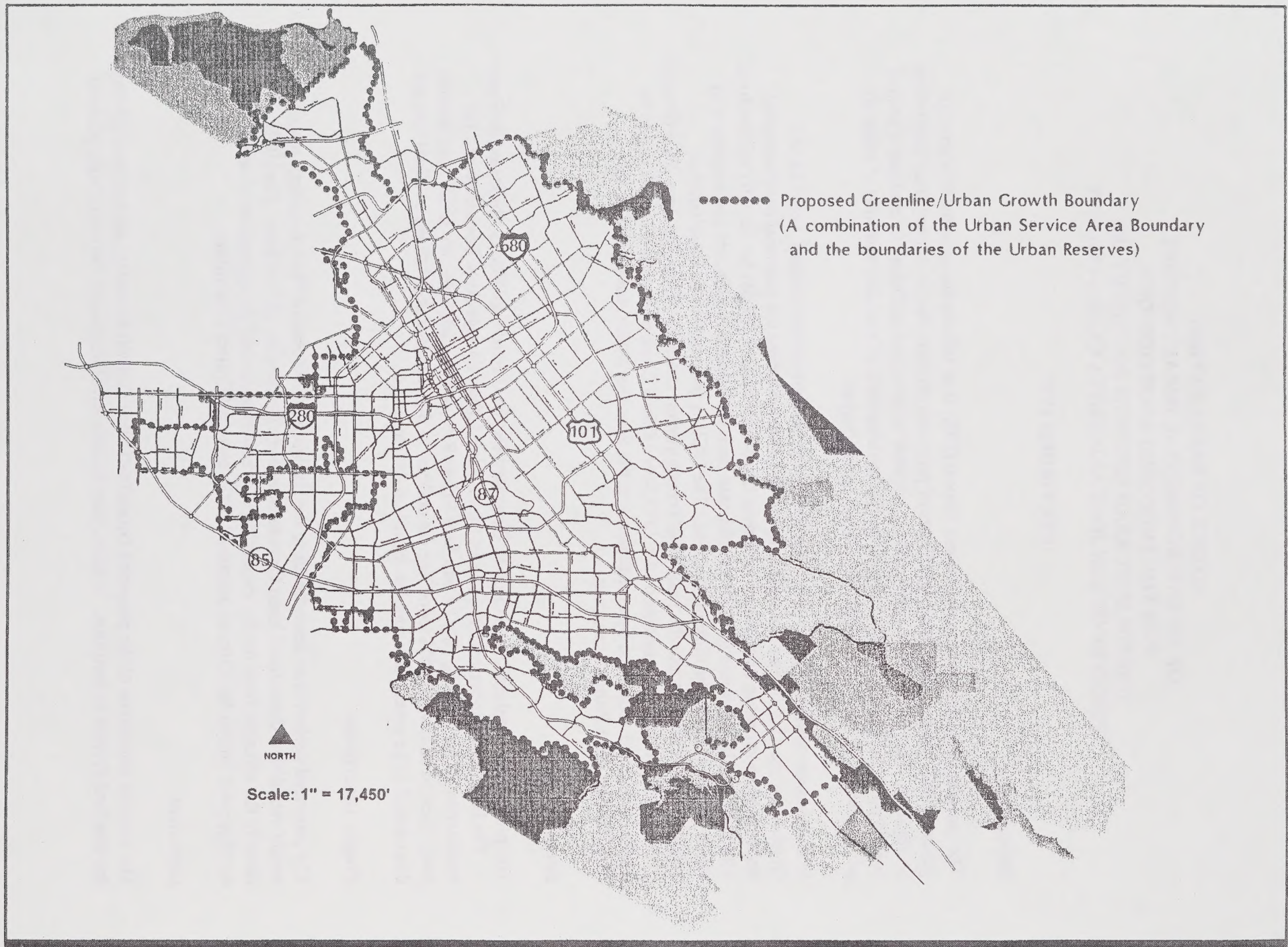
The proposed Greenline/Urban Growth Boundary for the City of San Jose is illustrated in Figure 1. The boundary approximately follows the existing Urban Service Area Boundary and the boundaries of the existing City of San Jose Urban Reserves. In addition, the UGB may include lands located below the 15% slope line (as defined in the *San Jose 2020 General Plan*) that are determined to be potentially suitable for urban development.

Project Description

The proposed project is an amendment to the *San Jose 2020 General Plan* document which would establish a Greenline/Urban Growth Boundary for the City of San Jose. The UGB would identify the ultimate limit for the expansion of urban services and the expansion of urban development within the City, as described in the attached Project Description.

Objectives

The specific objectives of the proposed Greenline/Urban Growth Boundary are contained within the attached Project Description. In brief, they include a differentiation between lands planned



VICINITY MAP

FIGURE 1

The City and the County share the same goals for the UGB and the Joint Policy Statement reflects this in its' goals section. The Statement also contains the following key provisions:

- ◆ San Jose's UGB will be formally recognized by the County.
- ◆ The City and County agree that their respective General Plans will incorporate the basic tenets of the Joint Policy Statement.
- ◆ Modifications to the UGB will be limited. Significant modifications will be forwarded to the County Board of Supervisors for review and comment before City action.
- ◆ Joint City/County community meetings will be conducted to discuss any major modification of the UGB. City and County staff will work together to establish broad public notification provisions for these meetings.
- ◆ City and County staff will coordinate their review of any UGB modification proposals including the supporting text or the Joint Policy Statement.
- ◆ City and County agree that options for the optimal use of the Urban Reserves will be preserved and land use, development or other approvals that inhibit or interfere with future master planning of these areas shall be avoided.
- ◆ Sustainable and responsible development shall be created within the Urban Reserves.
- ◆ The City and County will work to achieve greater consistency between their land use policies and development-related decision-making for lands outside the UGB. Both the City and the County are committed to allowing low intensity land uses outside the UGB consistent with the rural character of these lands.

In addition to the establishment of the Joint Policy Statement, the County of Santa Clara will amend the Land Use Chapter, particularly the Special Area Policies sub-section, of the 1995 Santa Clara County General Plan to support the UGB. The purpose of the County General Plan amendment is to establish policies which:

- ◆ Describe the intent and goals of the City of San Jose's long-term Greenline/Urban Growth Boundary (UGB).
- ◆ Formally acknowledge San Jose's UGB for the purposes of land use planning.
- ◆ Reinforce City policy that significant modifications to the location of the UGB be considered only within the context of a comprehensive update of the City's General Plan.
- ◆ State the County's interest in having an opportunity to review and comment upon future UGB modifications or UGB-related policy modifications.
- ◆ State the County's interest that the Urban Service Area (USA) not be expanded beyond the UGB which is consistent with established growth management policies.

- ◆ Ensure that the City of San Jose's Urban Reserves are preserved for optimal utilization as future urban development areas by prohibiting the introduction of Roadside Services or other types of intensive commercial uses.
- ◆ Address consistency between City and County land use policy and regulations for non-urban areas outside the City's UGB and within the City's Sphere of Influence by:
 - Prohibiting new Roadside Services land use designations.
 - Developing an enhanced project referral and consultation procedure.
 - Authorizing the review of certain allowable uses to determine the need for additional specificity as to the appropriate definition and/or intensities of those uses including:
 - Local-serving commercial uses in the Hillside and Agricultural Ranchlands zoning districts.
 - Local-serving industrial and institutional uses in the Agricultural Ranchlands zoning districts.
 - Commercial uses that are allowed as a form of adaptive reuse of designated historic structures for purposes of historic preservation.

The various land uses discussed under the last major bullet point above are allowed under the County Zoning Ordinance; however, the City makes no provision for them in its corresponding zoning districts. Recommendations for further studies of these uses, such as local serving commercial in Hillside zoning districts, are referred to as "Implementation Recommendations" in the County General Plan. As such, these recommendations are typically subject to CEQA review at the time such future studies are actually conducted.

City of San Jose Zoning Changes

The City is not proposing any changes to the zoning districts for the lands located outside the UGB at this time. In the future, however, it is likely that changes to the City of San Jose's Zoning Code will be necessary since the existing City zoning districts for the lands located outside of the proposed UGB are inconsistent with the existing General Plan land use designation of Non-Urban Hillside which covers much of this area. For example, large areas outside the UGB are zoned R-1:B-3 which allows a minimum lot size of one acre. The underlying Non-Urban Hillside General Plan land use designation allows a minimum lot size of 20 acres. As is the case with the County, studies must be conducted to determine how the Zoning Code should best be modified to address this inconsistency between the General Plan and the Zoning Code. It should be noted that these Zoning Code changes will have to be pursued regardless of the existence or non-existence of the UGB since this inconsistency between the General Plan and the Zoning Code already exists. These future Zoning Code changes will receive separate environmental review since the Zoning Code changes are a separate project.

and reserved for urban uses and those intended to remain permanently rural in character. This also includes a distinction between those lands which would receive urban services and those which would not. In addition, the proposed project is intended to promote fiscally and environmentally sustainable development within the UGB, while preserving the surrounding hillsides, wetlands, and lands intended for agricultural and open space uses. The proposed UGB would promote public health and safety by excluding from development lands known to be geologically unsafe or that are subject to other natural hazards. In addition, the proposed UGB would provide an opportunity for optimal use of lands within the existing Urban Reserves (as defined by the *San Jose 2020 General Plan*). Finally, the adoption of a Greenline/Urban Growth Boundary would promote greater consistency of land use plans and development policies between the City of San Jose and Santa Clara County for areas within and outside the UGB.

Probable Environmental Impacts of the Project

The EIR will address the following specific environmental categories related to the proposed adoption of a Greenline/Urban Growth Boundary. These impacts will also be addressed in the EIR Summary.

Land Use

The EIR will examine the potential for land use impacts, including increased land use densities within the UGB, which would occur as a result of the project.

Population and Housing

The EIR will address if implementation of the Greenline/Urban Growth Boundary will induce, directly or indirectly, substantial growth in any area.

Transportation and Circulation

A City of San Jose TRANPLAN transportation modeling analysis will be completed for the proposed project in order to identify the potential transportation impacts of the proposed project.

Air Quality

The EIR will analyze the potential for local and regional air quality impacts which may occur as a result of the proposed project.

Noise

The EIR will identify potential noise impacts as they relate to the proposed project.

Geology and Soils

The EIR will examine the potential for landslides and weak soils in areas outside of the UGB which may be developed without the proposed project.

Vegetation and Wildlife

This section would identify impacts on species and their habitats which would occur as a result of the proposed project.

Cultural Resources

The EIR will include a discussion of cultural resources and how the project may impact these resources.

Hydrology and Draining

The EIR will address flooding and drainage impacts which may occur as a result of the adoption of the proposed Greenline/Urban Growth Boundary. In addition, the EIR will examine the potential impacts on water quality of the proposed UGB.

Hazardous Materials

The EIR will identify potential impacts which may be associated with hazardous materials, including impacts which may occur as a result of higher densities of development within the UGB.

Public Services

The EIR will examine the potential impacts of the proposed project on public services, including utilities such as sanitary and storm sewers, water supply, and solid waste management.

Visual and Aesthetics

The EIR will describe the potential impacts of the proposed adoption of a Greenline/Urban Growth Boundary by comparing the overall aesthetic quality of the City both with and without the proposed project.

Availability of Public Systems

The EIR will address the availability of public facilities and service systems and the potential for the project requiring the construction of new facilities. This discussion will include a review of effects on the provision of police and fire service, schools, parks, libraries and other services/facilities with and without the UGB.

Consistency with the San Jose 2020 General Plan and Title 18 of the Municipal Code

The EIR will discuss how the proposed project would relate to the existing *San Jose 2020 General Plan*, *1995 Santa Clara County General Plan*, and the amendments which would be required upon approval of the proposed UGB. Title 18 of the City's Municipal Code would also

be amended should the project be approved. These amendments would establish the process for applying for changes or amendments to the boundary itself.

Alternatives

The EIR will examine alternatives to the proposed project including a “No Project” alternative or no change in the *San Jose 2020 General Plan* and *1995 Santa Clara County General Plan*, different locations for the Greenline/Urban Growth Boundary and other alternatives to the proposed project which might reasonably be assumed to reduce or avoid any significant impacts identified.

Growth Inducement

The EIR will discuss what growth, if any, might reasonably be anticipated to occur as a result of adoption of the Greenline/Urban Growth Boundary.

Cumulative Impacts

The EIR will examine impacts which might reasonably be anticipated to occur if the City and Santa Clara County both adopt the Greenline/Urban Growth Boundary and what the impacts would be if other adjacent jurisdictions were to take similar actions.

Other CEQA Sections

The EIR will include other sections as required by CEQA. These sections would include, Irreversible Changes to the Environment, Significant Unavoidable Impacts, Authors and Consultants, References, and Technical Appendices, including a summary of the public scoping meetings.

PROJECT DESCRIPTION

GREENLINE/URBAN GROWTH BOUNDARY AS IT PERTAINS TO THE CITY OF SAN JOSE AND THE COUNTY OF SANTA CLARA

The proposed project is the establishment of a Greenline/Urban Growth Boundary (UGB) which identifies the ultimate limit for the extension of urban services and the expansion of urban development within the City of San Jose. The UGB is to be established by amendments to the text and the Land Use/Transportation Diagram of the *San Jose 2020 General Plan*. The General Plan is the City's long-term policy document for decision-making regarding land use and transportation issues. The UGB is consistent with and will reinforce the provisions of the *San Jose 2020 General Plan*, especially those concerning growth management and open space preservation. Although the existing provisions of the General Plan have been successful in managing growth and preventing development in inappropriate areas, the UGB will improve or reinforce these provisions by achieving the following goals:

Goals

- ◆ Clearly differentiate, over the long-term, between those lands planned and reserved for urban purposes and those which are intended to remain permanently rural in character. Lands within the UGB will receive urban services and lands outside the UGB will not.
- ◆ Create assurances that the City's growth management policies are seriously and thoroughly evaluated before any change in these policies or the UGB itself is entertained.
- ◆ Provide a greater degree of certainty for residents and property owners regarding the City's long-term expectations for urban development.
- ◆ Promote fiscally and environmentally sustainable development, particularly "infill" development, in locations where the City can most efficiently provide urban services.
- ◆ Preserve surrounding hillsides, wetlands and agricultural and other open space lands as a legacy for future residents and maintain the City's reputation as an attractive place to live and work.
- ◆ Protect public health and safety by preventing urban development in areas subject to natural hazards.
- ◆ Preserve options for the optimal use of lands reserved for future growth, i.e., the City's Urban Reserves.
- ◆ Establish greater consistency between City and County land use plans and development policies for areas within and outside the UGB.

For the City of San Jose, the Greenline/Urban Growth Boundary (UGB) will be established and supported by the following:

General Plan Amendments

Amendments to the text of the *San Jose 2020 General Plan* including:

- ◆ Modifications to the Growth Management Major Strategy indicating that the UGB will

establish the ultimate limits to urban expansion, encourage infill development, encourage compact development and the efficient use of urban facilities and services, and help ensure that services to existing neighborhoods will not be reduced by demands for service at the fringe of the City.

- ◆ Modifications to the Urban Conservation/Preservation Major Strategy indicating the UGB will support the conservation of existing neighborhoods and will help the City to maintain adequate levels of services for these neighborhoods by avoiding development at the fringe of the City.
- ◆ Renaming the Greenline Major Strategy to the Greenline/Urban Growth Boundary (UGB) Major Strategy and building on the key provisions of this Strategy including:

- The UGB will establish the ultimate perimeter of urban development.
- Reinforcing the commitment of the City of San Jose and the County of Santa Clara to only allow urban development to occur in the Urban Service Area (USA) where it can be safely and reasonably accommodated and where urban services can be efficiently provided.
- Prevent urban development in hazardous areas.

- ◆ Creation of a new Greenline/Urban Growth Boundary (UGB) section in the Goals and Policies Chapter of the San Jose 2020 General Plan to establish the key goals and policies. Key policies proposed will achieve the following:

- Disallow urban development outside the UGB.
- Disallow expansion of the Urban Service Area (USA) outside the UGB.
- Define lands suitable for inclusion within the UGB as the lands within the USA, the Urban Reserves and those lands located below the 15% slope line deemed potentially suitable for urban development.
- Strongly discourage significant modifications to the UGB to ensure its long-term stability.
- Require modifications to the UGB to be compatible with all applicable provisions of the City and County General Plan documents.
- Allow significant modifications to the UGB to be considered only during a comprehensive update of the General Plan and stipulate that findings must be made before the City Council will consider any significant modifications to the UGB.
- Define and describe criteria for considering minor modifications to the UGB.
- Require that Title 18 of the Municipal Code be modified to establish the process for amending the UGB for both significant and minor modifications.
- Outline the process governing City and County coordination and cooperation regarding the treatment of lands located outside the UGB and the improvement of the development review and referral process.

- ◆ Amend the Land Use/Transportation Diagram to depict the extent of the UGB. The UGB encompasses all lands within the City of San Jose's designated Urban Service Area (USA) and all lands within the Urban Reserves. In addition, the UGB may include lands located below the 15% slope line (as defined in the *San Jose 2020 General Plan*) that are determined to be potentially suitable for urban development.

- ◆ The UGB will not increase or diminish the existing and planned supply of land available for urbanization under the *San Jose 2020 General Plan*. The full development potential of the General Plan will be realized within the land area encompassed by the UGB.

Title 18 Amendment

Amend Title 18 of the City of San Jose Municipal Code by adding a new chapter to establish the process for amendments to the UGB established by the San Jose 2020 General Plan. This new chapter will do the following:

- ◆ Briefly reiterate the purposes of the UGB.
- ◆ Require that proposed land use changes for lands located outside the UGB be processed concurrently with a request to modify the extent of the UGB.
- ◆ Establish a December 1 filing deadline for UGB modification requests.
- ◆ Establish a 90-day process for the Director of Planning, Building and Code Enforcement to determine whether a proposed modification of the UGB qualifies as minor.
- ◆ Codifies the criteria for determining what constitutes a minor modification including the following:
 - Land must be located below the 15% slope line.
 - Land size must be 5 acres or less with exceptions for proposals that create permanent open space buffers.
 - Land must be contiguous to lands with an urban designation.
 - Allows for varying criteria in considering minor modifications for lands located in the Coyote Valley Urban Reserve and the Alviso Master Plan area, or, for lands outside the UGB proposed for public service or facility uses.
- ◆ Requires public hearings before the Planning Commission and the City Council to address requests that the Director determines are not minor modifications. Establish notification process for these hearings.
- ◆ Establish criteria for the City Council to deny modification requests.
- ◆ Establish findings for the City Council to refer a modification request to a comprehensive update of the General Plan.
- ◆ Establish fees to process modification requests.

City/County Joint Policy Statement

In addition to the amendments to the *San Jose 2020 General Plan* and Title 18 of the Municipal Code described above, the Greenline/Urban Growth Boundary (UGB) project also includes a **Joint Policy Statement** of the City of San Jose and the County of Santa Clara. The Joint Policy Statement is intended to reflect and to reinforce the strong commitment of both the City and the County to growth management and open space preservation policies expressed in their respective General Plans. The City of San Jose and the County of Santa Clara enjoy a unique interjurisdictional relationship not commonly found in California. Since the 1970s, both the City and County have worked together to ensure that urban development within San Jose's Sphere of Influence only occurs within the City's Urban Service Area (USA), the area the City has indicated that it will provide urban services. The County will not permit urban development on lands outside the USA. The Joint Policy Statement on the UGB reinforces this joint commitment of the City and the County to limit urban development and reinforce City and County growth management and open space preservation policies.

RESPONSES TO NOTICE OF PREPARATION

Santa Clara Valley Water District



5750 ALMADEN EXPRESSWAY
SAN JOSE, CA 95118-3686
TELEPHONE (408) 265-2600
FACSIMILE (408) 266-0271

AN AFFIRMATIVE ACTION EMPLOYER

RECEIVED
JAN 03 1998

January 5, 1998

CITY OF SAN JOSE
PLANNING DEPARTMENT

Ms. Julie Caporgno
Department of Planning, Building,
and Code Enforcement
City of San Jose
801 North First Street
San Jose, CA 95110-1795

Dear Ms. Caporgno:

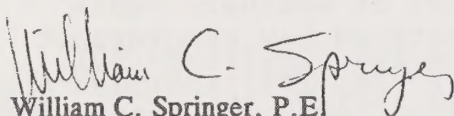
Subject: Greenline/Urban Growth Boundary, City of San Jose and County of Santa Clara

The Santa Clara Valley Water District (District) staff have reviewed the Notice of Preparation for the Environmental Impact Report (EIR) for the subject project.

It is appreciated that Hydrology and Drainage will be issues that are included in the EIR. The District is concerned that development in the northern portion of Santa Clara County (County) is occurring at a rate beyond the ability of the District to match in flood management. Much of this development substantially and cumulatively increases the likelihood of flooding and is accepted without mitigations. It is true that the District is responsible for large-scale flood management in the County. However, District resources are limited, and the long lead time needed to create and implement a major flood control project is very much greater than that needed to implement a development. The more cost effective and efficient path is to reduce the amount of runoff from a developed site as nearly as possible to predevelopment levels, and release the remainder in a manner engineered to minimize the opportunity for flooding to occur. We wish to work with the City of San Jose (City) and the County in developing flood management options that best serve the citizens. The constituents of the City, the County, and the District are the same, and they are the ones who must bear the costs, monetarily and materially, of our decisions. We anticipate that adoption of an Urban Growth Boundary will contribute to consideration of these concerns.

I will be the District's contact person for this project; if you have any comments or questions, you may write me or call me at (408) 265-2607, extension 2259. We look forward to reviewing the EIR. Please refer to District File Number 24981 on future correspondence.

Sincerely,



William C. Springer, P.E.
Associate Civil Engineer
Community Projects Review Unit



DEPARTMENT OF FISH AND GAME

<http://www.dfg.ca.gov>

POST OFFICE BOX 47

YOUNTVILLE, CALIFORNIA 94599

(707) 944-5500

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JAN 12 1993



CITY OF SAN JOSE
PLANNING DEPARTMENT
January 9, 1998

Ms. Julie Caporgno
City of San Jose
City Hall Annex, Room 400
801 North First Street
San Jose, California 95110-1795

Dear Ms. Caporgno:

Greenline/Urban Growth Boundary for
the City of San Jose and Santa Clara County
Notice of Preparation (NOP)
Draft Environmental Impact Report (DEIR)
SCH # 97122060

Department of Fish and Game personnel have reviewed the NOP of a DEIR for the Greenline/Urban Growth Boundary for the City of San Jose and Santa Clara County project. The project would identify the limit for expansion of urban services and urban development within the City of San Jose. We believe the following issues need to be addressed in the DEIR.

Wildlife species that are present or dependant upon potentially impacted habitats should be identified in the DEIR. Particular attention needs to be paid to State- and Federally-listed and candidate species, and unlisted species whose status is of regional concern. The California Natural Diversity Data Base should be consulted to identify sensitive species that have been documented in the area. Areas at the southern end of San Jose contain a number of sites where serpentine soils and associated endemic plants occur, including coyote ceanothus (*Ceanothus ferrisiae*), Mt. Hamilton thistle (*Cirsium campylon*), Santa Clara Valley dudleya (*Dudleya setchellii*), fragrant fritillary (*Fritillaria liliacea*), Metcalf Canyon jewelflower (*Streptanthus albidus ssp. albidus*), and uncommon jewelflower (*S. a. ssp. peramoenus*). Serpentine grasslands of southern Santa Clara County are also habitat of the threatened bay checkerspot butterfly (*Euphydryas editha bayensis*). Other sensitive species that are expected to occur in the vicinity include the valley oak (*Quercus lobata*), California tiger salamander (*Ambystoma californiense*), California red-legged frog (*Rana aurora draytonii*), foothill yellow-legged frog (*Rana boylei*), western

Conserving California's Wildlife Since 1870.

Ms. Julie Caporgno
January 9, 1998
Page Two

pond turtle (*Clemmys marmorata*), burrowing owl (*Speotyto cunicularia*), loggerhead shrike (*Lanius ludovicianus*), Townsend's big-eared bat (*Plecotus townsendii*), pallid bat (*Antrozous pallidus*), western mastiff bat (*Eumops perotis*), and a number of nesting raptors. Field surveys must be conducted by qualified biologists in appropriate seasons for identification of any sensitive species.

Impacts to all sensitive species and their habitats should be avoided. Sensitive habitat types (wetland, riparian, oak woodland, serpentine grassland) may exist within the proposed project area. These habitats should also be carefully evaluated with the goal of avoiding impacts.

It is the policy of this Department that a project should cause no net loss of either wetland acreage or wetland habitat value. We recommend impacts to creeks be avoided where possible. Impacts would include, but are not limited to, road crossings, culverts, channelization and rip rap. If improvements to creeks must be made for reasons of public health and safety, retention basins would be preferable to channelization of the entire stream. In areas which must be channelized, we recommend the channel be oversized in order to allow for vegetation along both banks. For riparian habitat, we recommend a minimum mitigation ratio of 3:1, based on creation of in-kind acreage of equal or better habitat value. Replacement of habitat acreage at a lower ratio may be appropriate if the replacement is completed prior to the destruction of the original habitat. Any revegetation plans should use native species, with seeds or cuttings collected on-site.

The Department recommends a minimum 100-foot buffer, measured outward from the top of each creekbank, be established to protect the creeks and riparian vegetation, and to provide a travel corridor for wildlife. No roads, buildings, turf, or yards should be permitted within the buffer. Pedestrian trails should be located along the outside edge of the riparian vegetation.

The Department has direct jurisdiction under Fish and Game Code sections 1601-1603 in regard to any proposed activities that would divert or obstruct the natural flow or change the bed, channel, or bank of any stream. We recommend early consultation since modification of the proposed project may be required to

Ms. Julie Caporgno
January 9, 1998
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avoid impacts to fish and wildlife resources. Formal notification under Fish and Game Code Section 1603 should be made after all other permits and certifications have been obtained. Work cannot be initiated until a streambed alteration agreement is executed.

The U. S. Army Corps of Engineers also has jurisdiction over the discharge of fill to streams and wetlands under Section 404 of the Clean Water Act. We recommend that the Corps be contacted to determine if they have jurisdiction and if they require a permit.

Senate Concurrent Resolution Number 17 establishes the State's position that protection and enhancement of oak woodlands is a priority due to their high habitat value for wildlife. This Department recommends avoidance of oak woodland. Should this be deemed infeasible, we recommend that the applicant be required to dedicate existing oak woodland for permanent protection at a ratio of 3:1. Because preservation of existing woodland cannot fully mitigate the lost acreage and habitat value, we recommend that tree replacement should be required on an on-site location, at a ratio that will ensure a 1:1 replacement of mature trees. A mitigation plan should provide for monitoring and a contingency plan to specify further steps should the established success goals not be met. Cattle grazing should not be permitted in areas revegetated with oak woodland to promote oak survival and maximize benefits to wildlife.

The DEIR should discuss the amounts and effects of urban runoff and how these can be mitigated. Installation and maintenance of oil/grease separators should be required in storm drains. Annual maintenance of the separators, as well as a sweeping program for parking lots should be required. Detention ponds should receive any runoff that may contain herbicides, fertilizers, or other chemicals that may be toxic to aquatic life. If these substances do reach creeks or streams, the project will be in violation of Section 5650 of the Fish and Game Code.

We recommend project applicants be required to offset development impacts by setting aside or acquiring an equal number of acres for permanent open space. The DEIR should include a map of adjacent properties, showing any open space areas. Areas to

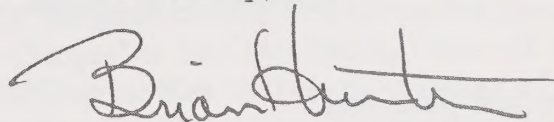
Ms. Julie Caporgno
January 9, 1998
Page Four

be retained as open space on site should not be completely encircled by development, as this decreases the value of the area for wildlife. We recommend that open space areas on and off site be connected to one another by corridors, to permit wildlife passage between the areas.

Specific measures to adequately mitigate unavoidable impacts, including cumulative ones, need to be incorporated into project design prior to certification of the EIR. A monitoring program, as required by Assembly Bill 3180, must ensure that mitigation measures are effective and must provide for corrective action if they are not effective.

We request that subsequent documents related to this project be submitted to this Department for our review. If you have any questions regarding these comments, please contact Ms. Martha Schauss, Associate Wildlife Biologist, at (408) 623-4989; or Mr. Carl Wilcox, Environmental Services Supervisor, at (707) 944-5525.

Sincerely,

A handwritten signature in dark ink, appearing to read "Brian Hunter". The signature is fluid and cursive, with a long horizontal stroke at the end.

Brian Hunter
Regional Manager
Region 3

RECEIVED

JAN 20 1998

SHEPPARD, MULLIN, RICHTER & HAMPTON LLP

A LIMITED LIABILITY PARTNERSHIP INCLUDING PROFESSIONAL CORPORATIONS

ATTORNEYS AT LAW

SEVENTEENTH FLOOR

FOUR EMBARCADERO CENTER

SAN FRANCISCO, CALIFORNIA 94111-4106

TELEPHONE (415) 434-9100

FACSIMILE (415) 434-3947

CITY OF SAN JOSE
PLANNING DEPARTMENT

OUR FILE NUMBER

MVB-60106

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JAN 20 1998

CITY OF SAN JOSE
PLANNING DEPARTMENT

January 16, 1998

BY FACSIMILE AND U.S. MAIL

City of San Jose
801 North First Street
City Hall Annex, Room 400
San Jose, California 95110-1795
Attention: Ms. Julie Caporgno

Re: Response to Notice of Preparation of DEIR for
Proposed UGB Project

Ladies and Gentlemen:

This firm represents the owners of the Young Ranch and the Richmond Ranch, which include large tracts of undeveloped land which will be affected by the Greenline/Urban Growth Boundary (the "UGB") proposed by the City of San Jose (the "City") and the County of Santa Clara (the "County").

We have received a Notice of Preparation of a Draft Environmental Impact Report on the Adoption of a Greenline/Urban Growth Boundary (the "NOP") dated December 18, 1997. We appreciate the opportunity to respond to the NOP on behalf of our clients.

As briefly discussed in the NOP, an environmental impact report ("EIR") is required for the UGB project as a result of the recent litigation between our clients, the City and the County (Santa Clara Superior Court Case No. CV762931). The discussion set forth below is based in part on the issues raised in that litigation.

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1. Project Description. The Project Description attached as part of the NOP states that the UGB is "consistent" with the San Jose 2020 General Plan (the "2020 General Plan"), and that "[t]he UGB will not increase or diminish the existing and planned supply of land available for urbanization under the *San Jose 2020 General Plan*." As we discussed at some length during the litigation, those statements are untrue. To the contrary, the UGB is flatly inconsistent with the 2020 General Plan, which is precisely why lengthy general plan amendments are required as a principal component of the UGB project. Similarly, the creation of a UGB would significantly diminish the existing supply of land available for urbanization under the 2020 General Plan. Under the current 2020 General Plan, the City Council has the right, on an annual basis, to modify the existing Urban Service Area boundary line to permit urban development in the greenbelt.

We also note that the last paragraph of the Project Description in the NOP includes a discussion regarding the potential rezoning of property located outside the UGB. The discussion begins with the statements that "[t]he City is not proposing any change to the zoning districts for the lands outside the UGB at this time," but "[i]n the future, however, it is likely the changes" to the City's Zoning Code will be required to achieve consistency with the 2020 General Plan land use designations of Non-Urban Hillside which covers much of that area. The City goes on to state that "[t]hese future Zoning Code changes will receive separate environmental review since the Zoning Code changes are a separate project."

Those statements contradict numerous written and oral statements made by City officials during the previous administrative proceedings for the UGB project. For example, in memoranda to the City Council dated September 23 and November 7, 1996, Gary Schoennauer and Kent Edens, respectively, advised the City Council of the need to "implement" the UGB by creating new zoning districts and modifying existing zoning districts to implement the Non-Urban Hillside and Rural Residential land use designations which cover most of the area located outside the UGB, and then to use those new and modified zoning districts to rezone the properties outside the UGB. Obviously, both Mr. Schoennauer and Mr. Edens believed that the proposed rezonings were an integral part of the UGB project.

It should also be noted that it is more than "likely" that such rezonings will occur. It is our understanding that the City retained a consultant last year to prepare comprehensive zoning amendments, at least some of which were intended to

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January 16, 1998
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implement the UGB approved in November, 1996 by the San Jose City Council. Since the rezoning process is already underway, it is incumbent upon the City to identify and analyze, to the extent possible, the nature of the proposed rezonings and their potential environmental impacts.

2. Probable Environmental Effects of the UGB Project. Pursuant to Section 15082(a)(1)(C) of the State CEQA Guidelines, the NOP should have included, at a minimum, a discussion of the "probable environmental effects of the project." The NOP does not comply with that requirement. Rather than discuss the probable environmental effects associated with the UGB project, the NOP simply discusses the environmental categories that will be included in the EIR. The NOP does not even indicate which environmental impacts are likely to be significant. Many jurisdictions prepare and attach an Initial Study as part of the NOP to provide a baseline discussion of environmental impacts associated with a project and comply with Section 15082(a)(1)(c). However, it appears that the City did not prepare a new Initial Study for the UGB project. If our understanding is incorrect, we would appreciate receiving a copy of the new Initial Study at your earliest convenience.

In any event, our clients believe that the UGB project will have a number of significant environmental effects. In particular, our clients believe that the UGB project (a) will induce substantial concentration of population inside the UGB and result in "leap frog" development outside greenbelt created by the UGB, (b) will substantially alter present land uses and change land use and zoning designations, (c) will have significant traffic impacts, (d) will significantly increase the demand for park and recreational facilities, (e) will significantly reduce the supply of low income housing and displace residents inside the UGB, (f) will significantly affect the provision of school services and (g) will result in significant cumulative impacts in a number of environmental categories. We discussed these issues at some length during the prior administrative proceedings and the recent litigation, and will not repeat that detailed analysis here. However, the foregoing list is not meant to be exclusive. The City may determine during the EIR process that other environmental impacts relating to the proposed UGB project are significant.

3. Alternatives. Pursuant to Section 15126(d) of the State CEQA Guidelines, the EIR must

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"[d]escribe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives."

With respect to several of the environmental categories mentioned in the NOP (e.g., Geology and Soils, Visual and Aesthetics and Availability of Public Systems), the NOP states that the EIR will examine the relevant environmental impacts both with or without the proposed UGB project. However, the EIR must analyze the environmental impacts associated with each of the alternative projects and sites included in the EIR, not just the proposed project and the "no project" alternative.

During the prior administrative proceedings, our clients recommended a number of alternative projects that would attain most, if not all of the City's basic objectives underlying the proposed UGB. We believe that the alternatives analysis in the EIR should include a discussion of each of those alternatives, which include the following:

a. The "no project" alternative should analyze, among other things, the potentially significant environmental impacts associated with the continuation of the existing procedure in the 2020 General Plan that permits the modification of the existing Urban Service Area (the "USA") on an annual basis as part of the General Plan Annual Review. In particular, that analysis should address the extent to which the environmental impacts associated with the proposed UGB project would be reduced by directing less growth inside the proposed UGB and to outlying areas. The analysis should also address whether the current ability of the City to modify the USA on an annual basis provides greater flexibility to the City to reduce the overall impacts associated with residential development both inside and outside the UGB.

b. An alternative should be considered which authorizes a "limited" or "creative" development program, combining the permanent conservation of large tracts of land in the greenbelt with compatible new development. The City should develop an alternative to the UGB which accomplishes the goals of land conservation, whether for open space or agricultural land preservation, while also providing equity to landowners on the periphery by allowing selective development projects. By incorporating this type of program into the current Greenline Policies of the 2020

City of San Jose
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Page 5

General Plan, rather than instituting an absolute and inflexible growth boundary, the City could accomplish its growth control goals along the periphery of the City and provide revenues for new open space land acquisition. In addition, by requiring the permanent dedication of open space and agricultural land in the greenbelt as a condition to limited development, the City can ensure that significant tracts of land outside the USA will remain permanent open space or agricultural land. As a regulatory measure, the UGB can only control growth for a limited time frame, providing a false sense of security.

This alternative should consider several institutional arrangements for its implementation. It should not be restricted to properties of five acres or less, as contemplated in the previous amendments to Title 18 of the Municipal Code designed to implement the UGB. On the contrary, it should encourage large parcels in order to protect the largest amount of open space economically feasible. Methods of implementing this type of "limited development" to create a permanent greenbelt around the City should include a transferable or purchase of development rights program. These programs could be established regionally within the City and County or could operate within individual large parcels. The alternative should consider a density bonus or PRC zoning designation depending upon the extent of land and natural resources protected.

c. An alternative which provides increased flexibility for modifications of the UGB during the General Plan Annual Review, and which, in fact, encourages modifications that combine land conservation and creative development, as described above in subsection b., above. This alternative should permit the modification of the UGB for parcels of land which exceed five acres, where the proposal includes a significant and permanent open-space buffer and views from the valley floor are protected. This alternative should include incentives for development proposals which retire or protect key acreage - thereby permanently establishing an urban/rural boundary.

d. An alternative which includes the entire Silver Creek Watershed inside the USA and/or the proposed UGB, rather than the portion of the Silver Creek Watershed currently proposed for inclusion inside the UGB. This would provide consistency with respect to the physical features defining the USA and UGB, maintain the visual integrity of the undeveloped hillsides visible from the valley floor, and

City of San Jose
January 16, 1998
Page 6

permit the development of needed additional housing without producing a growth-inducing effect into a new physiographic region.

e. An alternative which expands the UGB to include a significant amount of additional land inside the UGB. In selecting the additional land for inclusion inside the UGB, the City should consider which additional acreage can be developed with the least environmental impacts.

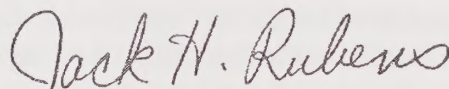
Also enclosed for your information and assistance is a copy of an article regarding some of these alternatives that appeared in the October 24, 1996 Edition of the Daily Journal.

If you require any additional information regarding the nature of these proposed alternatives, please contact Joe Petrillo or Renee Robin of this office.

City of San Jose
January 16, 1998
Page 7

We look forward to discussing these issues further at the public scoping session.

Very truly yours,



Jack H. Rubens /

for SHEPPARD, MULLIN, RICHTER & HAMPTON LLP

LA2:LRE\LET\MVB\11092637.1

Enclosures

cc: Mr. James Derryberry (w/encl.)
Mr. Kent Edens (w/encl.)
Ms. Susan Walton (w/encl.)
Mr. Peter Kyros (w/encl.)
Mr. Bill Swiacki (w/encl.)
Mr. Hank Young (w/encl.)
Mr. Richard Mindego (w/encl.)
Richard A. Sipos, Esq. (w/encl.)
Mr. and Mrs. Edmund Richmond II (w/encl.)
James E. Burden, Esq. (w/encl.)
Mr. Paul Yuen (w/encl.)
Mr. Steve Miller (w/encl.)
Joseph E. Petrillo, Esq. (w/encl.)
Renee Robin, Esq. (w/encl.)

Daily Journal

OCTOBER 24, 1996

DON'T FIGHT 'EM, JOIN 'EM

THE WAR BETWEEN ENVIRONMENTALISTS AND ECONOMISTS HAS GIVEN WAY TO DISPUTE RESOLUTIONS, DEVELOPMENT-RIGHTS TRANSFERS AND MITIGATION BANKING.

BY JOSEPH E. PETRILLO AND RENÉE L. ROBIN

The conflicts between the environmental and economic communities have taken increasingly predictable forms in the past decade. Attempts to resolve these conflicts over the use and development of real estate are played out like chess games in legislatures or regulatory agencies and in the courts throughout the country.

As a result collaborative initiatives have emerged as an alternative to these conflicts. Initiatives such as alternative dispute resolution, development-rights transfers and mitigation banking are being experimented with in almost every jurisdiction. One alternative harnesses the powerful engine of economics to achieve conservation-based development. This concept has been referred to as "creative development."

To accomplish the combined goals of land conservation and selective economic development—which may also generate revenue for conservation acquisitions—a variety of institutional arrangements and project types have emerged over the last two decades. Depending on the physical and financial scale of the project area, different "conservation development" mechanisms can be utilized.

The most common, considered by some to be the most comprehensive, are those programs that are legislatively mandated, with a comprehensive planning process, followed by an adopted master plan to be implemented by a combination of public and private entities. The state-run conservancies in California (Coastal, Tahoe, Santa Monica), the Hackensack Meadowlands and New Jersey Pinelands Commission have adopted this model, with successful implementation over many decades.

However, where a state or regional legislative mandate is unlikely, and where disparate land ownership with short term disposition goals are at issue, this approach may not be feasible. In these instances, a combination of nonprofit land trusts and for-profit entities may move in a coordinated fashion to reduce the threat of immediate inappropriate development or land sales until a coordinated strategy of development and preservation can be formulated and implemented.

In such instances, the ultimate project-management or development entity may be a nonprofit development corporation, a conservancy or perhaps a regional commission or joint-powers agency that contracts with a conservation organization or a for-profit organization. The entity may contract with a like-minded developer to implement the overall conservation and development strategy. These collaborations often result in enactment of ordinances in support of their efforts so that the overall conservation and development strategy is embraced by local and regional general planning agencies—making more likely the contribution of public-funding contributions toward the overall project.

As a result, there is the need for the emergence of a new area of legal specialization. Legal counsel with land use, natural resources and planning skills, combined with expertise in community organizing, consen-

sus building and conflict resolution techniques, are needed to guide the implementation of these types of projects. While many land use lawyers have some of these requisite skills, a sensitivity and understanding of environmental design is also essential.

One of the more notable proponents of limited or creative development has been Robert Lemire in Massachusetts. Lemire authored the book "Creative Land Development Bridge to the Future" in the mid-1980's. Lemire has stated that "the underlying premise [of limited development] is the recognition of the fundamental difference between the land use and the dollar interests of developers, which offers an opportunity for potential intervention." This is especially possible where there is a "well defined boundary between the essential resource and the land that can be compatibly developed so that the latter benefits sufficiently from the protected resource in order to compete with conventional development offers." Some of the projects profiled by Lemire as examples of this approach include:

- Wheeler Farm in Lincoln, Mass. This model project involved the creation of a nonprofit land trust to acquire the 108-acre farm in a way that would generate enough net value to offset purchase costs. Two farmhouses and barns were packaged and sold with deed restrictions on their respective pastures. The sellers recovered the balance of their purchase and development costs by marketing 10 individual lots subject to an approved plan that included open space dedicated to the land trust. Because conventional bank financing was made available for the transaction, this continues to be an important example for limited development.

- The Codman Parcel, also in Lincoln, is a well-known example of creative development—due in part to its nationally renowned design by architect William Rawn and its ability to combine new affordable housing development with open space conservation. The Rural Land Foundation was able to obtain bank financing without guarantees to convert 20 acres of the 71-acre parcel to multiple family housing, four acres for a commercial center and the remainder for continued agricultural use. The final project resulted in 125 units of housing on 12 acres, and included a small privately owned sewage treatment plant. The foundation's equity in the project has exceeded \$1 million.

- Shepley Hill Farm in Groton, Mass., involved complex negotiations between the Groton Conservation Trust and the owner's estate for 121 acres of prized woodland and equestrian trails. The negotiations involved the comparison of a conventional development plan with a resource-compatible development plan. To satisfy the estate's fiduciary responsibility, a developer-bidding process was held on the limited development plan, with the estate retaining the right to reject all proposals. In addition, the land trust took responsibility for marketing the pro-

posol for a 60-day exclusive arrangement. The ultimate plan provided an 11-lot plan where the estate received \$1.47 million from the sale, and the land trust received reimbursement of its expenses of \$18,000, plus an additional \$5,600 from the proceeds.

- The Waterford National Historic Landmark in Loudon County, Va., is a 1,420-acre village with six ownerships. The owners have developed a series of interlocking agreements that provide for stand-by limited development with preservation of the landmark's integrity. These agreements include rights of first refusal to the foundation, a delineation of critical viewsheds, an appraisal process for full and limited development scenarios, as well as stand-by financing, developers, conveyancing and estate planning.

This past fall, the Wall Street Journal highlighted an increasing interest in combining environmental protection with the development of new communities. An article profiling limited development projects focused on clustered and reduced lot size with a direct connection to extensive adjacent open space preservation. Stefan Fatsis "New Communities Make It Easy Being Green." Wall Street Journal (Nov. 10, 1995). These included projects in Prairie Crossing outside of Chicago, IL; the Eagle Rock Preserve in Bozeman, Mont.; the Santa Lucia Preserve in Carmel; Dewees Island in Charleston, S.C.; Wildcat Ranch in Aspen, Colo.; Farmview in Bucks County, Pa.; Methow Valley, Wash.; and the Rocking K Ranch in Tucson, Ariz.

In all of these projects, the vast majority of the acreage remained undeveloped for conservation purposes. For example, in the Aspen project, the reduction in density—from 35 lots over 165 acres to 14 lots adjacent to 500 acres—actually resulted in an increase of overall revenues, with lot sales averaging \$4.1 million. In the Farmview project, the clustered housing on 200 acres outsold conventional subdivision-style houses with larger lots. According to the Natural Lands Trust, a nonprofit research organization located near Philadelphia, people can be "weaned away from the idea that they need a large lot when they want to be in the country."

The Hudson River Valley Greenway Act of 1991 created a legal structure designed to promote regional connections and cooperation within New York's 10-county, 3-million-acre Hudson River Valley. The act took two existing organizations, The Hudson River Valley Greenway Council and the Heritage Task Force for the Hudson River Valley, and joined them under a new umbrella called the Hudson River Valley Greenway. Both of the existing organizations, now called the Greenway Communities Council and the Greenway Conservancy, respectively, were given a new focus and a new mandate.

The two organizations, although separately budgeted and structured, have established a close working relationship and have become integral to the success of each other's programs. The New York Legislature chose this path upon the recommendation of the Greenway Study Council after representatives of the council visited California's State Coastal Conservancy and Coastal Commission and saw the efficacy of separating planning—and the political questions it sometimes raises—from specific projects, such as trails, dockage and waterway.

To date, the Greenway Conservancy has assisted the council in initiating a model community program, a step that will lead to the regional compact envisioned in the legislation. Likewise, the council has participated in the conservancy's development of a strategic plan to help the communities and organizations in the Greenway area implement the visions and goals they have identified.

Currently, the council has 10 model community projects under way in the Hudson River Valley, involving 23 communities. Several projects embrace more than one community.

To date, the Greenway Council's model community planning process has led, for example, to the total revision of a town master plan (Stuyvesant), development of a specific waterfront strategy (Troy) and creation of a common trail and tourism strategy (Croton and Ossining).

Two of the model community cities, Newburgh and Beacon, have developed a cross-river partnership that has incorporated planning, a cross-river "Trail of Two Cities" and proposed reinstitution of ferry service.

As the Greenway council's model-community planning process has progressed throughout the valley, the Hudson River Greenways Trail, fostered by the conservancy, has reached more than 252 miles as of October 1996. A regional tourism strategy that will seek to take advantage of one of the most historically important areas of the United States is also nearly completed, and includes the establishment of a coalition of 58 historic sites that exist within the Greenway area. See Diamond and Noonan, "Land Use in America," (Island Press 1996).

In the Santa Monica Mountains of California, one of the largest landowners entered into a series of agreements with the Santa Monica Mountains Conservancy, a state agency. The goal of these agreements was to save as much as 20,000 acres of coastal mountain area in return for allowing limited development. This project involved intensive negotiation and called upon drafting skills to assemble the many land exchanges with governmental agencies and private parties. In the end, portions of the agreements were not implemented; nevertheless, this represents the vast land areas that these projects can affect.

For projects of such a scale, the outcome may be different than had originally been envisioned. The lessons applied in a creative or limited development project are complex and new tools must be developed. Many projects will fail until these techniques are more fully developed. In other cases, they may not reach fruition initially, but will evolve to reach a mutually satisfying conclusion.

Our experience in projects of these types over the past 20 years has revealed several common principles that have consistently proved effective despite the size or geographic location of the project. These include:

- Environmental protection, restoration and enhancement must be a core feature of the design. While the concept of "sustainable development" has become an overused phrase in some quarters, it has a viable meaning today in both the conservation community and the real estate industry. Now projects that ignore these issues can expect expensive delays and less community support.

- The surrounding community and other key constituencies must be involved in the design process—and incorporate effective conflict resolution techniques—from the beginning.

- The rate of return to investors must be equal to, or greater than, that provided by standard development of a similar type. When determining this return, factoring in the "economics of amenities" and secondary user groups is essential.

- Where possible, the project area should be expanded to assure that economic goals can be met. Abusing landowners and infrastructure agencies may need to be included to expand the project scope and to cost share.

- Open space integrated into the project is more significant than architectural design of structures.

- A beginning, rather than end, project should be designed. It is important to allow a project creativity as it progresses. Designing down to the level of "street furniture" at the outset should be avoided; instead, flexible parameters should be built in.

Clearly a limited or creative development scenario can be envisioned for many areas that can both provide for conservation and allow compatible new development. In addition to the need for an effective delineation of developable and conservation lands, successful projects are also more feasible when local zoning requirements provide the incentive to include open space preservation and conservation in any new development proposal, and state or locally funded resource-protection programs contribute to the project costs. The key to success will be a commitment to conservation-development principles and the creation of new techniques by those with the requisite expert planning and legal skills.

Joseph E. Petrillo is a partner and Renée Louise Robin is a senior attorney in the real estate department of the San Francisco office of Sheppard, Mullin, Richter & Hampton LLP. Mr. Petrillo was a principal author and administrator of California's coastal program.



United States Department of the Interior

FISH AND WILDLIFE SERVICE
Sacramento Fish and Wildlife Office
3310 El Camino Avenue, Suite 130
Sacramento, California 95821-6340

IN REPLY REFER TO:
1-1-98-TA-119

October 31, 1997

James R. Derryberry, Director
Department of Planning, Building and Code Enforcement
801 North First Street
San Jose, California 95110

Subject: Richmond and Young Ranches, San Jose, Santa Clara County, California

Dear Mr. Derryberry:

The U.S. Fish and Wildlife Service (Service) requests that you keep this office informed of all City of San Jose (City) actions with respect to the subject properties (e.g., Urban Growth Boundary modification). These properties contain extensive areas of serpentine grasslands that are habitat for the bay checkerspot butterfly (*Euphydryas editha bayensis*) and other federally listed threatened and endangered species. The Service considers much of this habitat to be essential to the recovery of the bay checkerspot. The federally endangered Santa Clara Valley dudleya (*Dudleya setchellii*) and Metcalf Canyon jewelflower (*Streptanthus albidus albidus*) are also likely to inhabit the area. Serpentine grassland is considered a threatened ecosystem by the State of California. The Service would have concerns about any plans that impacted serpentine ecosystems in this important area.

Please contact David Wright of my staff at (916) 979-2752 if you have any questions regarding this letter.

Sincerely,

for Wayne S. White
Field Supervisor

cc: AES, Portland, OR
CDFG, Yountville, CA (Attn.: Carl Wilcox)
Guadalupe-Coyote Resource Conservation District, San Jose, CA

RECEIVED
OCT 31 1997

CITY OF SAN JOSE
PLANNING

County of Santa Clara

Roads and Airports Department
Land Development and Permits

101 Skyport Drive
San Jose, California 95110



December 29, 1997

RECEIVED
JAN 06 1997

Ms. Julie Caporgno
City of San Jose
Department of Planning
801 North First Street
San Jose, CA 95110

CITY OF SAN JOSE
PLANNING DEPARTMENT

Subject: Notice of a Preparation, Draft Environmental Impact Report, Proposed Adoption of a Greenline/Urban Growth Boundary by the City of San Jose and Santa Clara County

Dear Ms. Caporgno:

County of Santa Clara Roads and Airports Department staff have reviewed the subject document submitted along with your December 11, 1997, letter. Please submit for the County's review a traffic report that addresses any potential adverse traffic impact, consequent mitigation of those impacts, and funding sources for any necessary improvements to the County's expressways or roadways within the urban growth boundary.

Thank you for the opportunity to review and comment on this project. If you have any questions, please call me at 573-2460.

Sincerely,

Ed Evangelista
Project Engineer

cc: S. Kandah
Central File

D. Collen
Project File

epe673 Ref:0879



SANTA CLARA
Valley Transportation Authority

January 21, 1998

RECEIVED
JAN 23 1998

City of San Jose
Department of Planning and Building
801 North First Street
San Jose, CA 95110

CITY OF SAN JOSE
PLANNING DEPARTMENT

Attention: Julie Caporgno

Subject: Greenline/Urban Growth Boundary for San Jose and Santa Clara County

Dear Ms. Caporgno:

Santa Clara Valley Transportation Authority (VTA) staff have reviewed the Notice of Preparation (NOP) for a Draft EIR on an amendment to the *San Jose 2020 General Plan* which would establish a Greenline/Urban Growth Boundary for San Jose and Santa Clara County. We have the following comments.

We do not have any specific comments on the NOP, but we would like the opportunity to review the Draft EIR for this General Plan amendment.

Thank you for the opportunity to review this project. If you have any questions, please call Roy Molseed of my staff at (408) 321-5784.

Sincerely,

A handwritten signature in dark ink, appearing to read "Roy Molseed for". The signature is fluid and cursive, with a long horizontal stroke at the end.

Thomas Rountree
Environmental Program Manager

TDR:RM:kh

cc: Timm Borden, San Jose Public Works Department

County of Santa Clara

Environmental Resources Agency
Parks and Recreation Department

298 Garden Hill Drive
Los Gatos, California 95032
(408) 358-3741 FAX 358-3245
Reservations (408) 358-3751 TDD (408) 356-7146



January 23, 1998

Julie Caporgno
City Hall Annex, Room 400
801 North First Street
San Jose, CA 95110-1795

**RE: NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT
REPORT ON THE ADOPTION OF A GREEN LINE/URBAN GROWTH
BOUNDARY FOR THE CITY OF SAN JOSE AND SANTA CLARA COUNTY**

Dear Ms. Caporgno:

Thank for the opportunity to comment on this project. We do not have any comments at this time, but would appreciate the opportunity to review the Draft Environmental Impact Report for this project.

Sincerely,



Julie Bondurant
Park Planner



Board of Supervisors: Donald F. Gage, Blanca Alvarado, Peter McHugh, James T. Beall Jr., S. Joseph Simitian
County Executive: Richard Wittenberg

DEPARTMENT OF TRANSPORTATION

BOX 23660
OAKLAND, CA 94623-0660
(510) 286-4444
TDD (510) 286-4454

RECEIVED

FEB 10 1998

February 5, 1998

CITY OF SAN JOSE SCL-101-Various
PLANNING DEPARTMENT SCL101547



Ms. Julie Caporgno
City of San Jose
City Hall Annex, Room 400
Planning Department, Building and Code Enforcement
801 North First Street
San Jose, CA 95110-1795

Dear Ms. Caporgno:

Re: Greenline Urban Growth Boundary-Notice of Preparation

Thank you for continuing to include the California State Department of Transportation (Caltrans) in the environmental review process for the above-referenced proposal. We have reviewed the Notice of Preparation and forward the following comments:

1. Will this potential growth be reflected in the upcoming ABAG projections?
2. What are the subregional and regional impacts of the project to the already constrained regional/inter-county transportation (highway and transit) system?

If you have any questions or concerns, please feel free to call Anthony Lee of my staff at 510-286-5583

Sincerely,

HARRY Y. YAHATA
District Director

By:

PHILLIP BADAL
District Branch Chief
IGR/CEQA

Subject: Developers Fees

3/15/98

Julie Caporgno
City Planning, Building and Code Enforcement
801 N. First Street, Room 400
San Jose CA 95110 1795

RECEIVED

MAR 17 1998

CITY OF SAN JOSE
PLANNING DEPARTMENT

re: Public Scoping Meeting on Environmental Impact Report for the Urban Growth Boundary

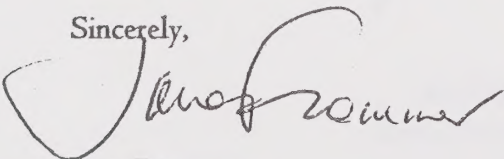
I write in response to the first Public Notice that we received on March 14th soliciting written comments on the Notice of Preparation for the EIR

I write with my concern about HOW development will occur in San Jose and adjacent areas of Santa Clara County, not WHETHER it will occur. I am confident that it WILL occur, as developers in the South County give the appearance of achieving their gains regardless of public policy.

I would like to see a more sincere effort on the Planning Commission's part in compelling developers to install, in association with the new housing developments and commercial buildings, public facilities. By 'public facilities' I mean generically properties and improvements to properties that benefit the public, particularly the public that has been impinged upon by the increase in population (domestic or commercial) that results from the additional development. Examples include: open recreational space (parks and playing fields), community center facilities (game rooms, meeting rooms), and improved road conditions to handle the extra load (primarily sidewalks and crosswalks and bike lanes, as well as additional car lanes).

I anticipate that your response will be to refer to the current fee (fund?) paid by developers to the city on approval of building plans. Please note for the record that this current development fee does not serve its intended purpose in that: 1. the funds do not get expended in the location of the development for the intended purpose of accommodating the increased load of population that the development incurs; and 2. the amount of the funds is inadequate, given the impact on the public that the development incurs.

Sincerely,



Jane Frommer

J. E. Frommer

18710 Vista de Almaden

San Jose CA 95120

Subject: Use of Developer Fees

3/16/98

Julie Caporgno
City Planning, Building and Code Enforcement
801 N. First Street, Room 400
San Jose CA 95110 1795

RECEIVED

MAR 17 1998

CITY OF SAN JOSE
PLANNING DEPARTMENT

re: Public Scoping Meeting on Environmental Impact Report for the Urban Growth Boundary

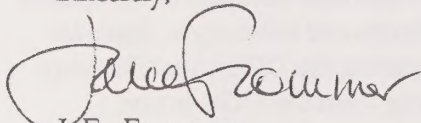
I learn from reading yesterday's Mercury News Editorial Section that the points raised in my previous letter are not novel, with the exception of my expression of the skepticism of local government to preside over developers' wishes.

From yesterday's editorial, it is clear that the problem of development in San Jose is one of statistics: the welfare of very few vs. the welfare of many. Raise developer fees and effectively raise the amount each home-buyer will pay. In other words, tax the large home-buying population to sustain the profit margin of the developer. This is effectively a sanctioned subsidy for a select and non-needy special group. Have you observed neediness in the lifestyle of developers?

The editors of the Mercury News plead for a solution to the 'conflict'. They see the conflict as being between the need to provide public services (improved transit, recreation areas, schools) for the increased populations that result from developer's projects and the fear of raising housing costs. There needn't be conflict here. The *perceived* conflict is created by the inability to represent the majority public for fear of alienating a tiny number of developers. Tiny that is, in population, but obviously not so insignificant in political clout.

Statistics: the welfare of very few vs. the welfare of very many. The solution is obvious but its implementation lies in the non-cowardly approach of confronting the developers. With a commodity as basic as housing, controlled profit is justified.

Sincerely,



J. E. Frommer

cc: Mercury News

J. E. Frommer

18710 Vista de Almaden

San Jose CA 95120

HOME
BUILDERS
ASSOCIATION



OF NORTHERN CALIFORNIA

March 19, 1998

RECEIVED
MAR 20 1998

CITY OF SAN JOSE
PLANNING DEPARTMENT

Ms. Julie Caporgno
Department of City Planning, Building
and Code Enforcement
801 N. First Street, Room 400
San Jose, CA 95110-1795

Re: Urban Growth Boundary/EIR Scoping

Dear Ms. Caporgno:

The Home Builders Association of Northern California ("HBA") appreciates the opportunity to provide input on the scope of the contemplated Draft Environmental Impact Report ("DEIR") for the proposed Urban Growth Boundary ("UGB"). At the outset, we would note that whatever one's view as to the wisdom of the proposed UGB, one thing is certain: it is certain to have profound and significant effects both on the City's and the region's environment. With that in mind, HBA offers the following general and specific comments on the proper scope of the DEIR.

The general scope of the DEIR:

Broadly speaking, the scope of the DEIR should reflect CEQA's twin public policy goals: (1) ensuring that policymakers have adequate information on a proposed project's potential environmental impacts before making a decision; (2) ensuring that the public has adequate information on a proposed project's potential environmental impacts so that it may evaluate elected officials' ultimate decision. *See generally Schaeffer Land Trust v. San Jose City Council* (1989) 215 Cal.App.3d 612.

To satisfy CEQA's requirements, the DEIR must assess and discuss the full range of the UGB's potentially significant environmental impacts. Significantly, the assessment of potential environmental impacts must compare the UGB's potential impacts against the existing physical environment—"a comparison between the proposed [project] and the existing general plan is insufficient." *Christward Ministry v. Superior Court* (1986) 184 Cal.App.3d 180, 186-187. Thus, in preparing the DEIR, the City may not conclude that a potential environmental impact resulting from the UGB is non-existent or insignificant simply because it may already be contemplated by the San Jose 2020 General Plan. For example, all of the potentially significant environmental impacts associated with the high-density development pattern represented by the UGB must be assessed against the existing physical conditions in the areas that will be affected by

Mailing Address:

P.O. Box 5160

San Ramon

California 94583

1000 Porter Drive

200

San Ramon

California 94583

tel (510) 820-7626

fax (510) 820-7296

high-density development, notwithstanding the fact that San Jose 2020 may generally contemplate an infill development strategy.

On a related point, it is also clear that the UGB DEIR cannot properly rely on the basic assumptions and analyses contained in San Jose 2020. It is now abundantly clear that the assumptions underlying San Jose 2020—particularly its job creation forecasts and its assessment of the feasibility (political and market) of forcing people to live in high-density housing—have proven false. An unprecedented housing crisis in the region can be traced directly to the failings of San Jose 2020, and it is unacceptable to rely on its analyses and conclusions uncritically in the UGB DEIR. A new look at the impacts of a high-density housing strategy, based on recent historical facts rather than the language of planning theories, is mandated by CEQA for the UGB DEIR. Particularly helpful will be an honest discussion—pro and con—of Portland, Oregon's experience with its UGB.

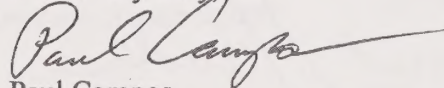
Specific items for analysis in the DEIR:

The UGB project entails forcing new residential development into a circumscribed area of the existing city at historically unprecedented levels. It is manifest that such a project will have myriad significant environmental impacts. The following is a non-exclusive list of impacts that the DEIR should address: (1) Traffic; Air Quality; Hazardous substances (brownfields issue); Park and recreation availability; Parking availability; Schools; Infrastructure availability and funding; Noise; Housing cost and availability; Historic resources; Aesthetics; Population concentration; Physical arrangement of established communities; Emergency response and evacuation plans; Consistency with the general plan, including the state-mandated requirements of the housing element; all secondary and indirect environmental impacts; Alternatives.

Finally, HBA believes that it is incumbent upon the City, in the DEIR, to identify with specificity, all of the specific parcels on which high-density housing is contemplated by the UGB, and circulate that information to existing residents for their review and comment.

Thank you for the opportunity to comment on this important matter.

Yours very truly,



Paul Campos
General Counsel

ARMAND KUNDE
dba ARMAND KUNDE RENTALS

P.O. Box 610190 • San Jose, California 95161-0190 • 408-263-7300

March 19, 1998

Julie Caporgno
Department of City Planning,
Building Code Enforcement
801 N. First St.
Room 400
San Jose, CA 95110-1795

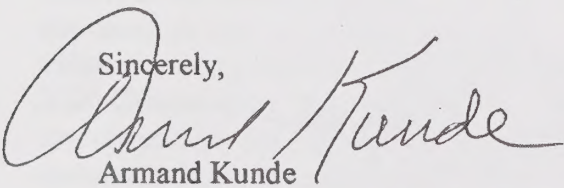
Re: San Jose 2020 General Plan for Urban Growth Boundary
To the Department of City Planning c/o Julie Caporgno,
Regarding the Urban Growth Boundary applicable to my parcels:

696-05-001
696-03-001
696-04-002
696-04-003

Enclosed you will find copies of previous letters I have written the Planning Board and the City Council regarding Urban Growth Boundary. They are dated August 20, 1996 and November 11, 1996.

I can not understand how the county is approving cluster subdivisions in this area (APM 689-34-011). While the city is saying no to development on my land. You are devaluing my properties. If the county allows development, you should also as you are discriminating against me because I am in the city. This is not a consistent land use policy. There is no consistency of land use on this ridge. The county told me you had no objections when they notified you of the proposed cluster subdivision.

Sincerely,


Armand Kunde

RECEIVED
MAR 28 1998

CITY OF SAN JOSE
PLANNING DEPARTMENT

Armand Kunde
P.O. Box 610190
San Jose, CA 95161-0190
(408) 263-7300

August 20, 1996

City of San Jose
Department of Planning
Building Code Enforcement
801 N. 1st Street
Room 400
San Jose, CA 95110

Mr. Gary J Schoennauer
Director of Planning

Dear Mr. Schoennauer,

Regarding the creation of an Urban Growth Boundary the "Greenline".
This proposal will have a major negative effect on my two hundred and twenty acres
located in the Santa Teresa Hills. My parcel numbers are:

696-05-001

696-03-001

696-04-002

696-04-003

As a property owner, the city should realize that there is a need to discuss and give ample
time to understand a new proposal.

The city has an obligation to bring all the facts and studies prior to making a decision. No
one has ever talked to me regarding this new issue.

The plan is inflexible and effects how my lands can or cannot be used over the next 10 to
20 years.

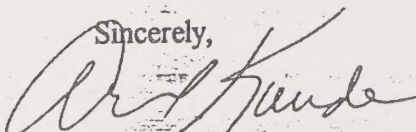
It would diminish my uses and property value. It is too restrictive.

Has an environmental review of the impact upon my land been conducted by the city? If
so where can I obtain it?

Has the additional information requested by the city council from the Planning Department
in November 1995 been completed? How will the control of these hills be resolved by the
effects of this "Greenline"? What will the ability be to reach certain areas if a disaster
occurs? It would seem that there are a large number of alternative strategies that the city
should consider.

Why do we keep adding regulatory controls over are private rights?

Sincerely,



Armand Kunde

A.K. RENTALS

P.O. BOX 610190
SAN JOSE, CA 95161-0190
408-263-7300

November 11, 1996

San Jose City Counsel
City Counsel Offices
801 North 1st Street
San Jose, Ca 95110

Ladies and Gentleman:

I am writing to express my serious concerns regarding the Urban Growth Boundary for San Jose in cooperation with the County of Santa Clara. As a landowner who will be adversely affected by this -- one of the most stringent growth control measures in Northern California, I feel that the process by which the City of San Jose and County of Santa Clara have gone about the adoption of this General Plan Amendment is terribly unjust. As this action has the potential to dramatically effect the economic and residential development of my land, I am outraged by the lack of proper information provided about the Urban Growth Boundary and the misleading information regarding the real impact of it's adoption. Further, I have been offered no opportunity to comment or be included in discussions on this Amendment.

It is my position that growth control measures of this scope must be handled in a less arbitrary manner, allowing long-established City and County land owners affected by the actions to be an integral part of the decision-making process. A strategic look at our environment, including the physical attributes of the land, in conjunction with a review of the needs of the City and adjacent County as a whole, seems a far more responsible approach for setting a mutually beneficial Urban Growth Boundary than the selection of a line simply because it appears conveniently on the current San Jose and Santa Clara County maps.

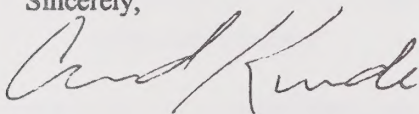
Another area of concern is the fact that following the adoption of the General Plan Amendment, landowners outside of the Urban Growth Boundary will be rezoned. I fear that the newly created Open Space Authority will take advantage of those whose land has been devalued due to the new zoning.

Further devaluing our land is the fact that the adoption of this Amendment has the potential to "freeze" any proposed development for 8 to 10 years. This means that if a proposed land use project is conceived, it cannot even be reviewed on it's merits for more than a decade. Moreover, the process of approving applications for development will be subject to excessive public review and the review of multiple jurisdictions. This is unacceptable and unwarranted.

I am sensitive to concerns about the unbridled growth of the City of San Jose and County of Santa Clara; however, I strongly believe that there are far more just and responsible means of addressing this issue. **Please do not vote to approve this General Plan Amendment; rather, modify it to allow for a more frequent and fair review process.**

Thank you for your consideration of these grievances. I look forward to your response.

Sincerely,



Armand Kunde

RECEIVED
MAR 20 1998

Yvonne C. Fields
2905 Thomas Grade
Morgan Hill, CA 95037

CITY OF SAN JOSE
PLANNING DEPARTMENT

March 20, 1998

Ms. Julie Caporgno
City of San Jose Dept. of City Planning, Building and
Code Enforcement
801 North First Street, Room 400
San Jose, CA 95110-1795

Re: Public Scoping Meeting on the Urban Growth Boundary

The purpose of this letter is to register my opposition to the proposed Greenline/Urban Growth Boundary. No matter how noble the concept, this arbitrarily drawn boundary line is unfair and promises undue hardship to those unfortunate enough to own property on the "wrong side" of the line. If this law is enacted, landowners inside the UGB will receive an automatic and substantial increase in land values while those on the outside of this line will realize a sharp decline in the value of their properties. While the land itself is not being taken, much of its value is definitely being taken away by city and county decree without any form of compensation to the land owner.

We rural land owners are a minority. Many of us aren't even represented on the San Jose City Council because we live outside the city limits and thus have no vote or voice. And there seems to be a tyranny by the majority. Our property values and our property rights are being eroded to satisfy the interests and desires of the urban majority-----and all without any form of compensation whatsoever.

Surely enough laws already exist to adequately control growth without this proposed draconian measure. Isn't this what the building codes and permitting processes are designed to do? And the terrain itself will preclude the development of the majority of these properties.

Few area properties are large enough to remain economically

SHEPPARD, MULLIN, RICHTER & HAMPTON LLP

A LIMITED LIABILITY PARTNERSHIP INCLUDING PROFESSIONAL CORPORATIONS

ATTORNEYS AT LAW

SEVENTEENTH FLOOR

FOUR EMBARCADERO CENTER

SAN FRANCISCO, CALIFORNIA 94111-4106

TELEPHONE (415) 434-9100

FACSIMILE (415) 434-3947

WRITER'S DIRECT LINE

OUR FILE NUMBER

March 23, 1998

VIA FACSIMILE AND HAND DELIVERY

City of San Jose
801 North First Street
City Hall Annex, Room 400
San Jose, CA 95110-1795
Attention: Ms. Julie Caporgno

Re: Written Comments re: Scoping for Draft EIR for the Urban Growth
Boundary

Ladies and Gentlemen:

This firm represents the owners of the Young Ranch and the Richmond Ranch, which include large tracts of land which will be affected by the Greenline/Urban Growth Boundary (the "UGB") proposed by the City of San Jose (the "City") and County of Santa Clara.

On January 16, 1998, we supplied a response to the City's Notice of Preparation of Draft Environmental Impact Report. In that letter, which we attach hereto and incorporate by reference, we have identified a number of inconsistencies, assumptions or errors in the current project description. In addition, that letter discusses the need for a more expansive description of the probable environmental effects of the project and the absence of an initial study. We have identified a preliminary list of probable environmental effects in our correspondence which we believe are likely to be significant.

Our previous letter describes and requests that a number of alternatives be considered to the UGB concept as a whole, and to the proposed version. We would like to continue to work with the City to ensure that these alternatives are completely analyzed so that their respective environmental impacts can be compared to the current version of the UGB - which parallels the version recently invalidated by the Santa Clara County Superior Court.

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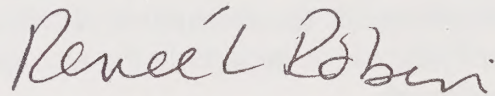
In light of these concerns already raised about the proposed UGB and scope of the Draft EIR, we would like to request that the scope of the EIR, and the analysis of the alternatives, be expanded in the following ways:

1. The alternatives analysis conducted by the City in the DEIR should be detailed and rigorous. It should include traffic and air quality modeling. The mitigations for the alternatives should also be expressly stated, as well as clarifying which impacts in the alternatives would be insignificant and significant.
2. In the discussion of a preferred project, in addition to stating the mitigation measures for the project, we would like the City to consider how the realignment of the UGB in certain locations, would offset impacts. We request that the City develop a mitigated alternative after all the project data has been identified.
3. We request that the significance criteria for the DEIR analysis be clearly defined and include the extent to which job-generating land uses will be served within the UGB and regionally.
4. The City should undertake an analysis of regional impacts of the UGB for several critical reasons. These include the fact that regional commute patterns and the lack of single family dwelling opportunities in San Jose have allegedly created the need for the UGB in the first place. The extent to which these environmental problems will be remedied or exacerbated should be a key analysis in the DEIR.

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We would be happy to assist the City and its consultant in this EIR process, and would be pleased to provide additional information which may be useful to the alternatives analysis as appropriate.

Very truly yours,

A handwritten signature in cursive script that reads "Renée L. Robin".

Renée L. Robin

for SHEPPARD, MULLIN, RICHTER & HAMPTON LLP

Enclosure

cc: Mr. & Mrs. Edmund Richmond II
Mr. Hank Young
Mr. Richard Mindigo

SF1:FLR/LET/MVB/61082147.1

RETURN TO: IGSL

LOAN PERIOD	1	2	3
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ALL BOOKS MAY BE RECALLED AFTER 7 DAYS.

DUE AS STAMPED BELOW.

~~SENT ON ILL~~

NOV 07 2008

U.C. BERKELEY

ILS: DD99
M 8-05UNIVERSITY OF CALIFORNIA, BERKELEY
Berkeley, California 94720-6000

